Scale AVIATION Modeller International

SCALE AVIATION MODELLER

Westland Whirlwind

by David Batt

Lion Cub

by Richard J. Caruana

Lightning Strike Part 2

by Bill Clark

Quick build

IPMS Nationals

Exhibitors and Floor Plan

Plus
Flawed Vixen
Classic Plastic

Volume 5 Issue 10 October 1999 £2.75

LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS

Published by
SAM PUBLICATIONS
4 Princeton Court, Pilgrim Centre
Brickhill Drive, Bedford MK41 7PZ
Telephone: (44) 0 8707 333373
Fax: (44) 0 1234 261251
Email: samkit@globalnet.co.uk

PUBLISHER
Steve Elliott
EDITOR
Richard A. Franks
EDITORIAL ASSISTANT
L.S. Lever
PRODUCTION & ART DIRECTION
Simon Sugarhood
AVIATION ILLUSTRATIONS
Richard J. Caruana; Michele Marsan; Anthony Oliver
CONTRIBUTORS
David Batt; Richard J. Caruana; Mike Chaplin; Bill Clark; Gary Hatcher; Pete Ogden
REVIEW TEAM
Peter Fearis; Paul G. Gilson; Paul Gold; Alasdair King; Gordon King; Michael Kingsley; Paul Lawson; Ed Smith; Simon Snape; Deon Whittaker
SHOW REPORTER
Robert Day
EDITORIAL E-MAIL
SAMed@compuserve.com
Please note: Do not use this address for back issue orders, subscriptions or subscription enquiries or book orders (send these to samkit@globalnet.co.uk). Also note that we cannot undertake research into specific or general aviation queries and that there may be some delays in responses from the contributors, as they are not based at the editorial address.
ADVERTISING DIRECTOR
Mark Peacock, Tel: 01234 216016
PRE PRESS PRODUCTION
DMZee Marketing (UK)
PRINT PRODUCTION
Printed in the UK by Millennium
DISTRIBUTION
MMC (UK)
NORTH AMERICAN DISTRIBUTION
ADS Publisher Services Inc. 2121 Waukegan Road Ste.120, Bannockburn, IL60015, USA Tel: (847) 444 4850

Contributions and photographic material are welcome, but must be accompanied by adequate postage to cover return. SAM Publications accept no responsibility for loss or damage to materials supplied.

© SAM PUBLICATIONS 1999
Articles, photographs and drawings published in Scale Aviation Modeller International are protected by copyright. Reproduction in whole or in part is forbidden without prior authority of the publishers. Opinions expressed by contributors and advertisers are not necessarily those of the editor or publisher. SAM Publications reserves the right to suspend or refuse any advertisement without giving reasons. Whilst every care is taken to avoid mistakes SAM Publications cannot be liable in any way for any errors or omissions. Nor can the publisher accept responsibility for the bona fides of advertisers.

SUBSCRIPTIONS

Cheques/Money Orders in Sterling only made payable to **SAM PUBLICATIONS** and sent to the address above. Major credit card payment accepted by telephone.
Subscription Hotline (44) 0 8707 333373

American Subscriptions from:
WISE OWL WORLDWIDE PUBLICATIONS
4314 W. 238th St., Torrance, CA 90505-4509, USA
Telephone: 310-375-6258 Fax: 310-375-0548
9am-5pm Pacific time, Mon-Fri
- VISA/Mastercard accepted
Subscription rates: $72 surface mail; $89 airmail.

American shops and trade may obtain copies from Kalmbach Publishing
Toll Free 1 800 558 1544
Canadian shops and trade may obtain copies from Gordon & Gotch
Toll Free 1 800 438 5005

● Questions to the Editor or Contributors
If you have a question or query you wish to raise with the Editor or any of the contributors to this magazine, they should be made **IN WRITING** to the *SAM Publications* address. Neither the Editor nor any of the contributors, are in *SAM Publications* on a daily basis. The Editor regrets that he cannot be contacted during working hours at home, or at work and asks all enquirers to appreciate this fact and be patient. Please understand that the staff at *DMZee Marketing/SAM Publications* do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

● Samples for Review
Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within *Scale Aviation Modeller* should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

● Company/Suppliers, Address Details etc.
Please note that the staff at DMZee/SAM Publications cannot help with general enquires about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International. If the address information is not included with the review etc.
Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'no UK source'. We are sorry, but we cannot help with the details of companies which do not advertise in this magazine. Thank you.

Contents

Volume 5 Issue 10

Editorial

I hope that all of you noted the changes to the presentation of this title last month. This was the first stage in an update to the 'look', as it has been quite a while since we last had a make-over. I wanted the cover to have more visual impact, as well as allow potential purchasers to quickly appreciate what was in that edition. Montage covers have been used by us in the past, albeit with some rather confusing backgrounds, but with the new side bar title and other graphic changes I felt the finished product worked well.

This edition sees the next stage in the upgrade, with different presentation of the Review sections, and a single-point listing of contact addresses etc. This final item should reduce the duplication of certain address details and in doing so, allow us to have a little more room (hopefully!). Because of the huge number of products we now regularly receive, we have added news sections to the end of the Accessory and Decal sections, as well as a slightly revised version in the Bookshelf section. These will allow us to make each edition as up-to-date as possible, and all the items mentioned in the news sections will be fully reviewed in a future edition. There are still a couple more stages of development that I want to work on during the remainder of Volume 5, but by the beginning of the next volume we should have incorporated all these elements, resulting in a magazine that offers the most comprehensive news, reviews and modelling articles for your money.

All of the above requires two things though. The first is more pages, and the second therefore is increased income to cover the first! The first element has been covered by the move to 80 pages per month and the second by a cover price increase to £2.95. The 25% increase in page count is covered by only a 20% increase in price, so we still offer excellent value for money. We had tried both 96 and 80 page editions this year, along with the 'standard' 64 page edition, but found that the former was simply too heavy, and susceptible to damage, while the 64 page edition just did not include enough pages to fit everything in! Eighty pages is the best option therefore, and for your annual subscription rate you will now enjoy 960 pages of all the latest news, informative product reviews and excellent historical and modelling articles.

Richard A. Franks
Editor

News & Reviews

708... News Update
Our regular column covering all the latest news from around the world

712... Previews
The initial look at new kits we have received for review

716... Reviews
The Review Team builds a selection of the kits we have received

728... Decals
The latest sheets from AeroMaster, Aztec, Eagle Strike and RAFDEC. Also with news section

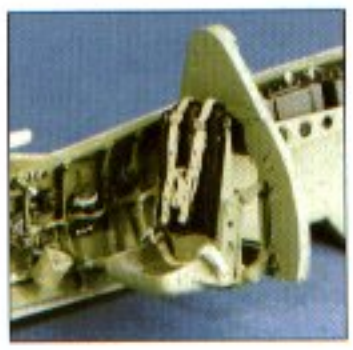
732... Accessories
This month we take a look at recent products from Final Connections, Teknics, Cutting Edge, Andrea Miniatures, Lone Star Models, PART and Copper State Models. Now includes news section

Regulars

696... The Bookshelf - and News Update
766... Clubs & Societies
766... Advertisers' Index
767... Forthcoming Events & Events Diary
767... Readers' Classified Advertisements
768... Contact Resource - Address List

Features

736... Flawed Vixen
Mike Chaplin corrects the 1/72nd scale Frog Sea Vixen which has recently been reissued by Revell® and also offers a selection of detail photographs of the real aircraft



742... IPMS/UK National Championship
With the event less than two months away, we include the floorplan and a provisional list of traders and club stands

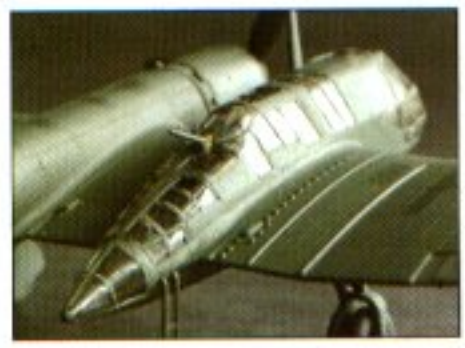
746... Crikey!
David Batt builds the Classic Airframes kit of the Westland Whirlwind fighter

752... Lightning Strike Part 2
Bill Clark concludes his series of articles on the E.E. Lightning with a build of the two-seat version using the Airfix kit and Aeroclub conversion

756... Lion Cub
Richard J. Caruana takes a look at the IAI Kfir in Israeli AF service, with his usual excellent colour artwork and scale plans

770... Classic Plastic
Gary Hatcher tackles the Airfix Bv 141 in 1/72nd scale

774... Quick Build
Pete Ogden builds Minicraft's latest 1/48th scale kit in the form of the Grumman XF5F-1 Skyrocket



News Update

AJP Maquettes

1/48th

New kits in this scale include the Potez 25 A2 (690FF), Voisin-Farman 1907 Type '1er KM' (580FF), Spad VII C1 (380FF) and Paul Cornu helicopter (450FF).

A very special mixed-medium kit of the Bloch 210 is to be produced to order only, and will be released in November 1999. The price reflects the complexity of the model as it will be 1360 FF!

Unicraft

Note that the telephone number and Email address for this manufacturer has recently changed. The new details are as follows:

Tel: (0512) 401 127

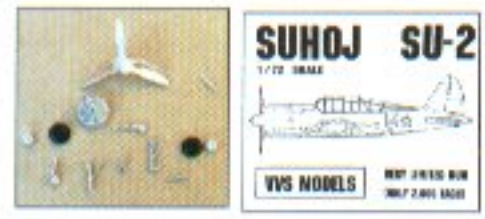
Email: igor@shestakov.mk.ua

1/72nd

The next couple of resin kits due from Unicraft are the Shinryu, the Sukhoi Su-15, Airspeed AS.31 ($15) and the Martin Baker 'Tank Buster' ($20).

The Unicraft range can be obtained in the UK from The Turntable and Hannants.

VVS Models



1/72nd

Noted by a friend in Russia recently was a limited-run injection moulded plastic kit of the Sukhoi Su-2. The kit also features white metal engine, prop and undercarriage and rubber wheels. Unfortunately, to date there is no source for this kit in the UK.

Monogram

1/48th

The reissue of the Convair B-58 Hustler in this scale was available for a limited time in the UK and even with a £51.25 price tag they have all now sold out.

Welsh Models

1/144th

The most recent kits released by this manufacturer are the Vickers Viking 1B (£8.99), Viscount 806 (£10.99), AS57 Elizabethan (£10.99), Vickers Viscount (£13.99), Tristar 200 (£31.50) and the Jetstream 31/32 (£12.99). All bar the last of these are vac-forms, while the Jetstream is in resin.

1/72nd

A vac-form kit of the Gulfstream IV (£27.75) has also been produced in this scale.

Omega

1/72nd

New resin kits from this manufacturer include the Avia B-234 with R-29 engine (£14.25), Nieuport Ni-21 (£12.00), Sikorsky S-XVI (£14.25), Sikorsky S-XVI with skis (£14.25), Letov S-331 (£15.00), Polikarpov CKB-19 (£16.50) and the Letov S-8 (£15.00). Also available as resin kits, but with injection moulded detail parts are the Letov S-428 (£12.00), Letov S-316 (£12.00), Polikarpov Po-2W (£10.50), Polikarpov Po-2S-2 (£14.25) and Polikarpov VU-2 (£14.25).

Legato

1/72nd

This is a new name to us, but apparently they have just released a resin kit with etched brass details and decals of the Aero A-42 (£24.95).

Special Hobby

1/48th

The Mil Mi-1 previewed last month is now in the UK and retails for £11.25.

1/72nd

Also now available in the UK is the Hiller UH-12C that we previewed last month and this retails for £5.50.

Pavla

1/72nd

The Fieseler Fi 167 previewed elsewhere was the first release from this manufacturer. Although classified as a 'reissue', this latest version is produced from a new tooling.

Fujimi

1/72nd

The Westland Sea King in this scale has now been reissued in Royal Navy colours and entitled 'Flying Tigers'. The UK price is £14.99 and the importer is Amerang Ltd.

Eduard

1/72nd

New etched brass detail sets due from Eduard include the Me 410 (Italeri), T-6G Texan (Academy) and Texan flaps (Academy). In the Zoom range there are sets for the Hawker Hurricane Mk II (Hasegawa), Me 262A (Revell), Spitfire Mk V (Revell), P-47D-20 (Hasegawa), F-15C (Academy), F-15E (Academy), Hurricane Mk II (Revell) and MiG-21F (Bilek).

Express Masks in this scale include those for the Me 262A (Hasegawa), Hurricane Mk II (Revell), Me 262B (Hasegawa), Me 262B (Revell), F4U-1 Corsair (Academy), Me 410 (Italeri), A-10 (Academy/Hasegawa), B-52G (AMT) and the AH-64 Apache (Academy).

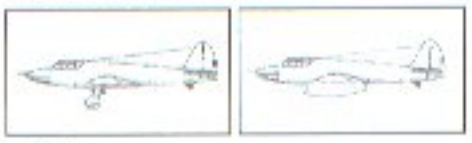
1/48th

In the Express Mask range there will be sets for the Bf 109E-3 (Tamiya), P-47D-25 (Academy), Me 262A (Dragon/Revell), Hurricane Mk II (Hasegawa), Fw 190A/F

News Update

(Tamiya), Mosquito NF Mk II (Tamiya) and WWI wheel masks.

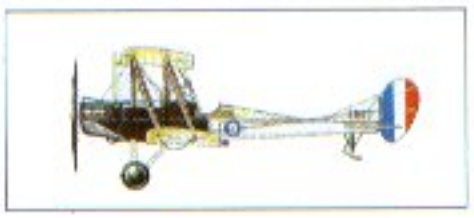
A&V Resin



1/72nd

The Tichonrawow 302P and 302 we mentioned last month are now available in the UK. Each kit features etched brass details and decals and retails for £19.50.

HR Model



1/72nd

The most recent releases from HR include the Martinsyde S-1 and the Fokker M.7. Each kit is resin, and the former includes decals (£12.90), while the latter includes etched details and decals and retails for £13.50. In the next batch of resin kits from this manufacturer there will be the RAF B.E.12 (7226) and the RAF B.E.2c (7250). Each kit will feature decals and will retail for £12.90.

RS Resin

1/72nd

The most recent resin kits from RS are the Kawanishi J6K1 Jinpu (£18.00) and the Kobeseiko T-go (£18.00).

MPM

1/72nd

The Arado Ar 95A/W seaplane is now available. The kit features a resin engine and decals for Chile, Spain and Luftwaffe options (£11.50).

Czech Master

1/48th

The latest resin upgrades available in the UK from this manufacturer include the Fw 190A-8/F-8 interior (£6.50), Fw 190A-3 interior (£6.50) and Allison V-1610 engine (£6.50).

1/72nd

In the smaller scale there is an interior set for the Italeri Fw 190A-8/F-8 (£3.69), Allison V-1610 engine (£3.69), Me 262A/B control surfaces (£3.30), Fw 190A interior [Revell] (£4.95) and F4D-1 Skyray cockpit interior (£6.50).

Academy

1/72nd

The North American P-51B Mustang 'Old Crow' and the Hawker Tempest Mk V are now both available in the UK. Each kit retails for £4.99 and the distributor is Toyway.

One of the next kits to be released after the above will be the Messerschmitt Bf 109G-6, although we have no confirmed release date for this one as yet.

Hasegawa

1/144th

The YS-11 is to be released with the prototype markings and this kit (HA10602) should be available in September ($20.98).

1/200th

The latest releases in this scale include the Boeing 727-200 in Ansett markings (GLL24 ¥800) and the MD-81/87 in Japan Air Systems markings (GLL25 ¥1300). The latter kit is a modification from the MD-80 series tooling and each kit includes Cartograf decals.

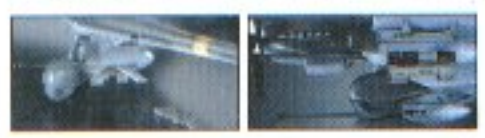
1/72nd

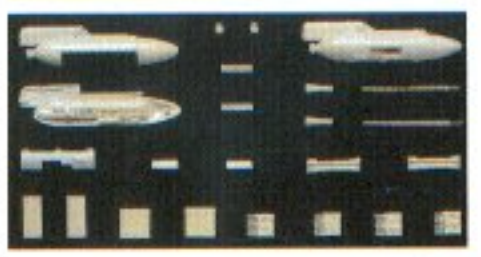
The next batch of kits for release by this company include the P-51D 'Royal Air Force' (HA00028 $10.98/£7.00), Focke Wulf Ta 154A-1 'Day Fighter' (HA00030 $21.98/£18.50), GD F-16B 'Flight Test Centre' (HA00033 $10.98/£7.99), Panavia Tornado IDS 'Special Markings' (HA00034 $16.98/£12.99) and Hughes AH-64A 'Special Markings' (HA00035 $10.98/£7.99). All bar the P-51D are listed for September release and the Ta 154 will feature a new nose, exhausts and machine gun panel, while the AH-64 has markings for a US Army machine used during operations in the Bosnia campaign.

The Bristol Beaufighter Mk VI will be released with USAF markings (00027 ¥2400/£12.99), although we have no confirmed release date for this kit as yet. Also due are the P-47D 'Mary Lou' (HA00036 ¥1000/£5.99) and the F-4EJ '99 Air Combat Meet' (HA00032 ¥2200).

1/48th

Due for release during September will be the Typhoon Mk IB with four-blade propeller (HA09311 $23.98/£14.99) and Bf 109G-6 'JG53' (HA09313 £22.98/£14.99). Hopefully very shortly the new A6M2-N Rufe (JT069 £15.99) will be available in the UK. The Hs 129B-2 (JT071) mentioned last month will be due in October and should be £14.99.





Noted in Japan are some reissues of ex-Dragon toolings within this range. The first batch include the He 162, Me 163 and the Ta 152H-1. Each of these is listed as being 'comic versions' by Matsumoto Reiji, so we presume these kits have been packaged to represent types seen in a Japanese comic. The full range includes the F6F-3 Hellcat (GD093 ¥2400), Ta 152H-1 (GD096 ¥2800),

Gartex

1/72nd

Really part of the Hasegawa empire, the next few kits under this label will be the 12-shi Experimental Fighter A6M-1 (GGA3). This kit will feature injected and resin components (Hasegawa A6M airframe with new resin engine etc?) and it is listed in Japan at ¥4800. The Hasegawa P-51B/C kit is also being modified to depict the P-51A. This kit (GGA4) will include a new resin fuselage and metal undercarriage, along with metal skis that were experimentally fitted to the type. The kit is listed in Japan at ¥2400, although no mention of a revised wing is made, which is a shame considering that the Hasegawa P-51B/C has a D series wing!

1/48th

In this scale there are revised editions of the Spitfire Mk Vb to the Mk Vc. Two versions are being produced, an 'Eagle Squadron' example (GGA7 ¥2800) and a RAAF example (GGA8 ¥2800).

News Update

Airfix

1/72nd

The most recent reissues from this manufacturer are the F-84F Thunderstreak (£5.99) and the Eurofighter 'Typhoon' (£7.99).

Sword

1/72nd

The next two limited-run injection moulded plastic and resin kits from Sword will be the L-5 Sentinel (7204) and the Messerschmitt Bf 109D (7205). These will retail for £7.80 and £7.40 respectively.

He 162A-2 (GD097 ¥2800) and the Me 163B-1a (GD098 ¥2800). These kits may well be 'Japanese market only' though.

Also due from Dragon toolings in the Hasegawa range are the Ta 152H-1 'JG301' (JX2 ¥2800) and the Ta 154A-0 (JX6 ¥3800). With the Ta 154 being marketed by Revell in Europe, and Revell-Monogram in America, I suspect that these issues will be 'Japanese market only'.

A very limited production kit of the Mitsubishi A6M8 Type 62 is also now available. It is based on the standard Type 52 kit, but with a new engine (Kinsei Model 62) and cowling in resin, produced by Jaguar. This kit (GSP206) is only currently listed in Japan and it retails for ¥2800.

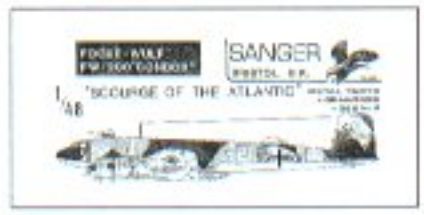
Reissued kits with revised decal options in this scale will include the P-47D 'Duck Butt' (HA09305 ¥2400), Spitfire Mk Vb 'Red Star' (HA09302 ¥2200/£14.99), Ki-27 Nate '59th FG' (HA09301 ¥1600) and the Aichi D3A1 Model 11 'Houkoku' (HA09314 ¥2400).

Those who recall the high-tech versions of the Hurricane and Bf 109 that were produced a while ago, will be pleased to hear that the next couple of kits in this range will be the Ju 87G-2 'Super Detail Gun Pod' (CH38 ¥4800) and the F/A-18C 'Folding Wing' (CH39 ¥6800).

1/32nd

The N.A. F-86F-40 is due to be reissued in JASDF markings (HA08111), although the only price we currently have is ¥5800.

Sanger



1/48th

The most recent vac-formed kit from this manufacturer is the Focke Wulf Fw 200 Condor. The kit features white metal detail parts and decals.

Marushin

1/48th

Not really a kit, as this is a die-cast built model, the A6M3 Type 22 Zero is the subject of this manufacturer's first product. The built model looks very good although the Japanese price of ¥6480 seems a little high!

Fine Molds

1/72nd

The Kawasaki Ki-100 Type 1 has been released by Fine Moulds and retails for £14.99. This kit is fully revised from the first issue, with a reworked wing and undercarriage. Markings for the 5th, 59th and 244th Sentai are included. To go with this kit is a photo-etched detail set for the Ki-61/Ki-100 series (MAA-14), although the only price we currently have for this set is ¥1300.

1/48th

The Yokosuka D4Y1 Model 11/12 (Judy) has now been reissued, and it retails in Japan for ¥2800.

Doyusha

1/300th

Kits of the Boeing 767-300 'Air Do' (¥1000) and the Boeing 767-300 AWACS, JASDF (¥1000) have recently been released by this manufacturer.

MTS Models

1/48th

A new resin and etched brass kit of the Messerschmitt Me 155B (4802) is due to be released from this manufacturer and will retail for £24.95. Also due is the Ki-78 (4804), which will retail for £22.50.

Sinifer

1/48th

The next resin kit due from this manufacturer will be the Grumman Widgeon (4807), although as yet we have no release date or price for it.

Bilek

1/72nd

A new kit of the MiG-21F-13 'Fishbed C' is due from Bilek. The kit (93172) will be £9.80, but at present we do not have a confirmed release date.

Cutting Edge

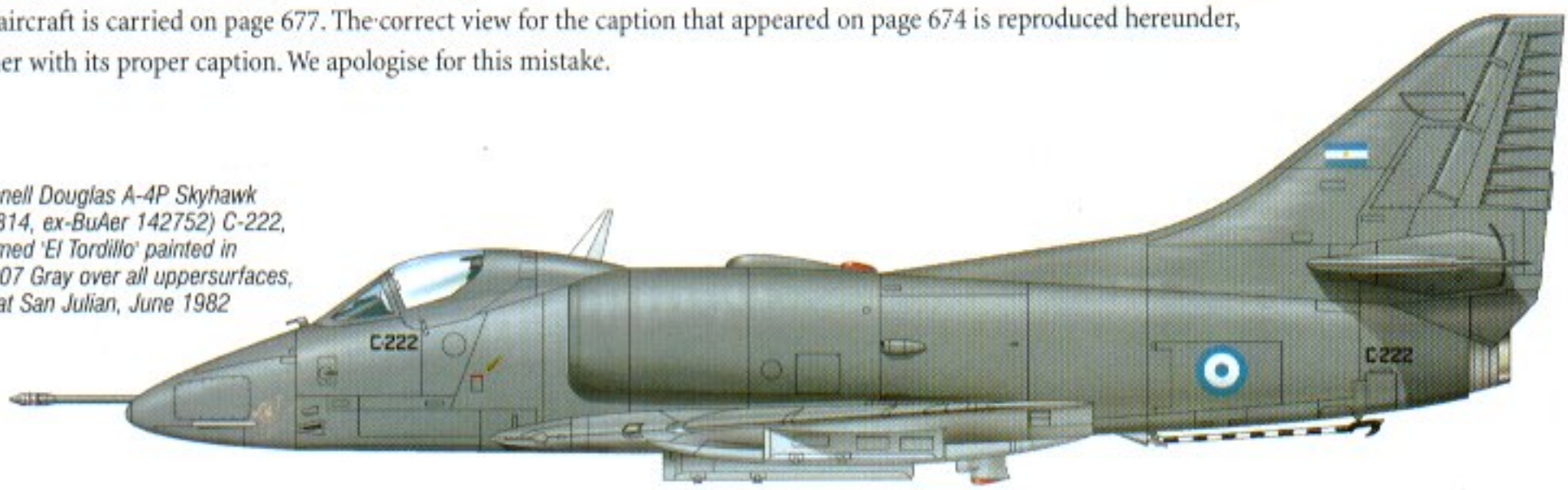
1/48th

A resin kit of the Bell X-2 is due from this manufacturer later in the year. The kit, 4804, does not have a release date or retail price as yet, but advance orders can be placed with Hannants.

ARGENTINE SKYHAWK POSTSCRIPT

In the September 1999 édition (Vol.5, Issue 9) page 674, the bottom colour profile was placed twice, and another view of the same aircraft is carried on page 677. The correct view for the caption that appeared on page 674 is reproduced hereunder, together with its proper caption. We apologise for this mistake.

McDonnell Douglas A-4P Skyhawk (cn.11814, ex-BuAer 142752) C-222, nicknamed 'El Tordillo' painted in FS.36307 Gray over all uppersurfaces, based at San Julian, June 1982



© RICHARD J. CARUANA – 1999

NASA/Rockwell Space Shuttle Orbiter

Manufacturer: Tamiya
Scale: 1/100th **Price**: £22.00
Kit No: 60401 **Panel Lines**: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 141 (White), 4 (Chromium Plated), Clear 7 (Blue)
Also Includes: Three Screws & One Metal Rod
Decal Options: 2 (Columbia & Enterprise)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

Bell UH-1D SAR/Herresflieger

Manufacturer: Revell®
Scale: 1/48th **Price**: £9.95
Kit No: 04452 **Panel Lines**: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 123 (Dark Green), Clear 14
Decal Options: 3
UK Distributor: Revell® Binney & Smith (Europe) Ltd.

Rutan Voyager

Manufacturer: A-Model
Scale: 1/72nd **Price**: £TBA
Kit No: 7229 **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 38 (White), Clear 7
Decal Options: 1
Manufacturer: A-Model
Worldwide Distributor: IBG
UK Distributor: Pocketbond Ltd

Heinkel He 219A-0

Manufacturer: Dragon
Scale: 1/72nd **Price**: £21.00
Kit No: 5005 **Panel Lines**: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 113 (Grey), Clear 8, Etched Steel 14
Decal Options: 2
Manufacturer: Dragon Models Ltd.
UK Importer: Richard Kohnstam Ltd

Junkers Ju 52/3m Transport

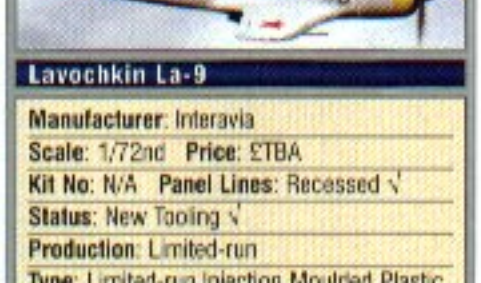
Manufacturer: Revell-Monogram
Scale: 1/48th **Price**: £36.95
Kit No: 85-5944 **Panel Lines**: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 161 (Grey), Clear 7
Decal Options: 2
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.

Messerschmitt Me 410B-1

Manufacturer: Revell-Monogram
Scale: 1/48th **Price**: £23.50
Kit No: 85-5936 **Panel Lines**: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 133 (Grey), Clear 13
Decal Options: 3
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.

Beriev Be-2

Manufacturer: A-Model
Scale: 1/72nd **Price**: £7.50
Kit No: 7226 **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 39 (Grey), Clear 2
Options: Wheels or Skis
Decal Options: 3
Manufacturer: A-Model
Worldwide Distributor: IBG
UK Distributor: Pocketbond Ltd



Lavochkin La-9

Manufacturer: Interavia
Scale: 1/72nd **Price**: £TBA
Kit No: N/A **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 32 (Green), Clear 1
Decals: 4 **Manufacturer**: Interavia
UK Source: N/A

de Havilland Mosquito B Mk IV/PR Mk IV

Manufacturer: Tamiya
Scale: 1/48th **Price**: £18.99
Kit No: 60166 **Panel Lines**: Recessed √
Status: Revised √
Type: Injection Moulded Plastic
Parts: Plastic 126 (Grey), Clear 17
Decal Options: 3 (105, 109 & 540 Squadrons)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

Junkers Ju 88A-4

Manufacturer: Revell-Monogram
Scale: 1/48th **Price**: £26.95
Kit No: 85-5948 **Panel Lines**: Recessed √
Status: Revised Tooling √
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 178 (Grey), Clear 20
Decal Options: 4
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.

North American FJ-1 Fury

Manufacturer: Siga Model
Scale: 1/72nd **Price**: £8.00 + P&P
Kit No: SI1 **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 40 (White), Etched 15, Clear 3
Decal Options: 2
Manufacturer: Siga Model Co. Inc.

Sopwith 1½ Strutter

Manufacturer: Copper State Models
Scale: 1/48th **Price**: $69.99
Kit No: K1011 **Panel Lines**: Recessed √
Status: New Tooling √
Type: Resin, White Metal and Etched Brass
Parts: Resin 8, Metal 35, Etched 136, Acetate 8
Decal Options: 2
Manufacturer: Copper State Models

AS-532 Cougar/Super Puma

Manufacturer: Italeri
Scale: 1/72nd **Price**: £7.99
Kit No: 096 **Panel Lines**: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 108 (Grey), Clear 22
Decal Options: 4 (French, Swiss, Dutch & German)
Manufacturer: Italeri Spa
UK Importer: Richard Kohnstam Ltd,

Boeing B-52D Startofortress

Manufacturer: Tamiya
Scale: 1/100th **Price**: £25.50
Kit No: 60025 **Panel Lines**: Raised √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 102 (Dark Green), 37 (Black), Clear 8
Decal Options: 2 (92nd & 346th Bomb Squadron)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

Yak-18

Manufacturer: A-Model
Scale: 1/72nd **Price**: £7.50
Kit No: 7227 **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited-run
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 21 (Grey), Clear 3
Decal Options: 6
Manufacturer: A-Model
Worldwide Distributor: IBG
UK Distributor: Pocketbond Ltd

Mörkö Morane

Manufacturer: MPM
Scale: 1/48th **Price**: £14.95
Kit No: 48039 **Panel Lines**: Recessed √
Status: New Tooling √
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic, Resin & Vac-form Clear
Parts: Plastic 41 (Grey), Resin 22, Vac-form Clear 1
Decal Options: 2 **Manufacturer**: MPM

I.V.L. A.22 Hansa

Manufacturer: Broplan
Scale: 1/72nd **Price**: £TBA
Kit No: MS-70 **Panel Lines**: Recessed √
Status: New Tooling √
Type: Vac-form and Limited-run Injection Moulded Plastic
Parts: Plastic 13 (Vac-form), 17 (Limited-run)
Decals: None (Obtain Galdecals 72-D02)
Manufacturer: Broplan
UK Source: Aeroclub

Boeing B-47B '1st SAC Striker'

Manufacturer: Hobbycraft
Scale: 1/144th **Price:** £11.95
Kit No: HC1250 **Panel Lines:** Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 74 (Grey), Clear 2
Decal Options: 2
Manufacturer: Hobbycraft.
UK Importer: Pocketbond Ltd

Fairey Barracuda Mk II

Manufacturer: MPM
Scale: 1/72nd **Price:** £8.50
Kit No: 72078 **Panel Lines:** Recessed √
Status: New Tooling √
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 63 (Grey), Resin 12, Clear 6
Decal Options: 4 (812 & 829 Squadrons)
Manufacturer: MPM

Grumman F-14D Tomcat 'VF-11 Red Rippers'

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £14.99
Kit No: 00024 **Panel Lines:** Recessed √
Status: Reissue √
Production: Limited Edition
Type: Injection Moulded Plastic
Parts: Plastic 232 (Light Grey), Clear 17, Etched Steel 22
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd

North American P-51H Mustang

Manufacturer: Classic Airframes
Scale: 1/48th **Price:** £19.95
Kit No: 426 **Panel Lines:** Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin, & Vac-formed Clear
Parts: Plastic 44 (Grey), Clear 2, Resin 14
Decal Options: 4

North American P/F-51H Mustang

Manufacturer: Historic Plastic Models
Scale: 1/48th **Price:** £13.95
Kit No: 48-005 **Panel Lines:** Recessed √
Status: New Tooling √
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 67 (Grey), Etched 19, Clear 4, Acetate 2
Decal Options: 4
Manufacturer: Historic Plastic Models
US Distributor: Condor Model International
Sample Via: Hannants

F-8IIM

Manufacturer: AA Models
Scale: 1/48th
Price: HK$39.50 (Approx £3.16)
Kit No: Z-F0005 **Panel Lines:** Recessed √
Status: Revised Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 85 (White), Clear 2
Decal Options: 1
Distributor: AA Models (China)
Sample Via: Universal Models Ltd

Aermacchi MB.339 K

Manufacturer: Supermodel
Scale: 1/72nd **Price:** £6.00
Kit No: 10-019 **Panel Lines:** Raised √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 79 (Grey), Clear 3
Decal Options: 1
Manufacturer: Super-Model s.a.s.
Sample Via: Hannants

Aermacchi MB.339 A-PAN

Manufacturer: Supermodel
Scale: 1/72nd **Price:** £6.00
Kit No: 10-014 **Panel Lines:** Raised √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 79 (Grey), Clear 3
Decal Options: All Frecce Tricolori a/c
Manufacturer: Super-Model s.a.s.
Sample Via: Hannants

Yak-7B

Manufacturer: ICM
Scale: 1/48th **Price:** £9.99
Kit No: 48032 **Panel Lines:** Recessed √
Status: Revised Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 85 (Grey), Clear 5
Decal Options: 4 **Manufacturer:** ICM
UK Importer: Pocketbond Ltd

Bristol Beaufighter TF Mk X

Manufacturer: Tamiya
Scale: 1/48th **Price:** £18.99
Kit No: 61067 **Panel Lines:** Recessed √
Status: Revised Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 135 (Grey), Clear 11
Also Includes: Two Poly Caps
Decal Options: 2 (236 & 254 Squadrons)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

I.M.A.M Ro.57 (Fine Serie)

Manufacturer: Museum
Scale: 1/72nd **Price:** £38.50
Kit No: N/A **Panel Lines:** Recessed √
Status: New Tooling √
Type: Resin & Vac-formed Clear
Parts: Resin 51, Vac-form Clear 2
Decal Options: None
Manufacturer: Museum
UK Source: Hannants

Focke Wulf Fw 190G-2/G-3

Manufacturer: Revell-Monogram
Scale: 1/48th **Price:** £16.95
Kit No: 85-5949 **Panel Lines:** Recessed √
Status: Revsied Tooling √
Origin: Dragon (Hong Kong)
Type: Injection Moulded Plastic
Parts: Plastic 93 (Grey), Clear 5
Decal Options: 4
Manufacturer: Revell-Monogram Inc.
UK Distributor: Revell® Binney & Smith (Europe) Ltd.

Republic F-84G Thunderjet

Manufacturer: Tamiya
Scale: 1/72nd **Price:** £8.99
Kit No: 60745 **Panel Lines:** Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 63 (Grey), Clear 11
Decal Options: 2
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd

Curtiss AT-9 Jeep

Manufacturer: Pavla Models
Scale: 1/72nd **Price:** £10.00
Kit No: 72013 **Panel Lines:** Recessed √
Status: New Tooling √
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-form Clear
Parts: Plastic 34 (Grey), Resin 6, Etched Brass 29, Vac-form Clear 1, Acetate 1
Decal Options: 2
Manufacturer: Pavla Models
UK Source: Hannants

Douglas AD-6 Skyraider 'First of the Fleet'

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £8.99
Kit No: 00023 **Panel Lines:** Recessed √
Status: Reissue √
Production: Limited Edition
Type: Injection Moulded Plastic
Parts: Plastic 99 (Light Grey), Clear 3
Also Includes: Poly Caps
Decal Options: 1
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd

Kawasaki Ki-61-I Tei Hien (Tony)

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £7.00
Kit No: AP177 **Panel Lines:** Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 34 (Light Grey), Clear 1
Decal Options: 3
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd

North American QF-86F Sabre

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £15.99
Kit No: 09306 **Panel Lines:** Recessed √
Status: Reissue √
Production: Limited Edition
Type: Injection Moulded Plastic
Parts: Plastic 69 (Light Grey), Clear 6
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd

Junkers Ju 87D-4 'Torpedo Flieger'

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £19.99
Kit No: 09307 **Panel Lines:** Recessed √
Status: Reissue √
Production: Limited Edition
Type: Injection Moulded Plastic & Resin
Parts: Plastic 91 (Light Grey), Clear 5, Resin 6
Also Includes: Poly Caps
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd

Pfalz E.1

Manufacturer: AJP Maquettes
Scale: 1/48th **Price:** £TBA
Kit No: N/A **Panel Lines:** N/A
Status: New Tooling √
Type: Etched Brass, White Metal & Rubber
Parts: Etched 42, Metal 6, Rubber 2
Also Includes: Clear Plastic Stock, Metal Rods, Covering 'Fabric'
Decal Options: None
Manufacturer: AJP Maquettes
UK Source: Aeroclub

Boeing F4B-4

Manufacturer: Classic Airframes
Scale: 1/48th **Price:** £17.95
Kit No: 417 **Panel Lines:** Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin, & Vac-formed Clear
Parts: Plastic 35 (Grey), Clear 2, Resin 35
Decal Options: 2
Manufacturer: Classic Airframes
UK Sources: LSA Models & Hannants

Boeing P-12E

Manufacturer: Classic Airframes
Scale: 1/48th **Price:** £17.95
Kit No: 416 **Panel Lines:** Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic, Resin, & Vac-formed Clear
Parts: Plastic 31 (Grey), Clear 2, Resin 35
Decal Options: 2
Manufacturer: Classic Airframes
UK Sources: LSA Models & Hannants

Aviatik-Berg D.I (Lo) Series 115

Manufacturer: Flashback/Artur
Scale: 1/48th **Price:** £12.95
Kit No: KLH8922 **Panel Lines:** Recessed √
Status: Revised Tooling √
Type: Injection Moulded Plastic, Resin, Etched Brass & Rubber
Parts: Plastic 30 (Grey), Clear 2, Resin 10, Etched 29, Rubber 2, Acetate 1
Decal Options: 1 (inc Lozenge Fabric)
Manufacturer: Flashback/Artur
UK Sources: Hannants & LSA Models

SAM Subscriptions, Back Issues and Binders

BACK ISSUES

AVAILABLE AT £3.25 INC P&P (UK), £4.75 OVERSEAS. We have the following issues available:

Vol 2 : Issue 8 ☐ Vol 2 : Issue 9 ☐ Vol 2 : Issue 12 ☐ Vol 3 : Issue 6 ☐ Vol 3 : Issue 12 ☐ Vol 4 : Issue 1 ☐ Vol 4 : Issue 2 ☐
Vol 4 : Issue 3 ☐ Vol 4 : Issue 6 ☐ Vol 4 : Issue 7 ☐ Vol 4 : Issue 8 ☐ Vol 4 : Issue 10 ☐ Vol 4 : Issue 12 ☐ Vol 5 : Issue 1 ☐ Vol 5 : Issue 4 ☐ Vol 5 : Issue 5 ☐
Vol 5 : Issue 6 ☐ Vol 5 : Issue 7 ☐ Vol 5 : Issue 8 ☐ Vol 5 : Issue 9 ☐

Available to all readers, strong, robust 'Cordex' binders to hold 12 issues of Scale Aviation Modeller International.
The binders use a bonded nylon cord, allowing easy insertion and removal of your magazines, holding them firmly in place, without damaging them. The binder is green, and carries the SAM logo embossed in gold leaf.

Just £7.95 each (incl. p&p)

BINDER & SUBSCRIPTION HOTLINES
Telephone: (44) 08707 333373 from 1/8/98
e.mail: dmzee@kbnet.co.uk
When using e.mail, please leave your name and address and your credit card details along with your order.

Scale Aviation Modeller International

SAM Publications, 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford MK41 7PZ

Halberstadt Cl.II

Technical Data
Manufacturer: Blue Max
Scale: 1/48th
Price: £21.99
Panel Lines: Recessed √
Status: New Tooling√
Type: Limited Run Injection Moulded Plastic & White Metal
Parts: Plastic 26, Metal 29
Options: 2 styles of exhaust
Decal Options: 2
Manufacturer: Blue Max

The Kit

The main parts of the kit are presented in grey plastic. The engine interior and various other detail parts come in white metal. A length of strut is also provided along with a short section of rod.

The quality of the plastic parts is good. The plastic is fairly soft but easy to work. The detail on the wing-mounted radiators is particularly impressive. The trailing edges of the wings are also well defined and commendably thin. This is a limited run kit and the modeller will need to deal with the thick sprue gates that are associated with this type of kit. Care needs to be taken when removing the parts from the sprues and a sturdy modelling knife or cutters are to be recommended. The plastic parts are relatively flash free but careful cleaning up is required. This is especially true of the smaller parts.

The quality of the metal parts is generally good and they look OK after being cleaned up. Some of the parts such as the anti-personnel bombs are not particularly well defined and modellers may wish to replace these.

Plastic strut material is provided for the inter-plane struts and front centre section struts. There is just enough of this strut material provided to cut the struts required. This leaves no room for error on the part of the modeller. The material used looks rather flimsy and I was unsure that it would hold the weight of the top wing. I replaced it with Contrail Strutz material.

The Instructions

The instructions are in the form of a single, folded A4 sheet. The front section proclaims that a limited run of 1,500 of these kits will be produced and tells you how far down the production run yours is. The second section contains a diagrammatic view of the parts. There is also a list of the colours to be used. Federal Standard numbers, Methuen references and Xtracolor paint numbers are provided.

The third section gives a comprehensive set of colouring notes (even going to the extent of describing the effects of wear and tear on the aircraft in the field). One of two aircraft can be produced using the kit parts and decals as supplied and detailed colouring instructions for each are given along with some instructions for applying the decals. The last section provides photographs of each of the completed models. There are no written instructions as such, but as this kit is not aimed at the inexperienced modeller this will probably not be an issue.

The box has a fairly comprehensive history of the aircraft printed on the back.

Construction

Construction started with the interior of the fuselage. The framing for the fuselage interior is provided in white metal. While this is probably perfectly usable, I opted to reconstruct the framing from plastic strip and details from the spares box.

There are two plastic bulkheads provided for the front and rear of the cockpit. These do not fit the inside of the fuselage and I replaced them with structures cut from cars. On reflection the bulkheads would probably have been hollow structures rather than a solid block. This is particularly true of the one in front of the pilot - there seems to be no room to use the rudder pedals when this is installed.

There is a sliding door in the bottom of the fuselage (a camera port?) but no corresponding opening in the floor of the cockpit.

The kit instructions recommend referring to the Windsock Datafile publication on the Halberstadt Cl.II (Number 27). However there are no pictures here that give a clue to what these areas of the cockpit look like, so I went with what I had.

The interior was airbrushed to represent plywood. Washes of black and dark brown oil paint were used to accentuate the detail and the edges of the cockpit framing were highlighted with dry brushing. The cockpit interior is very visible on the finished model so go to town with the detailing here!

The engine was also installed at this stage. Two styles of exhaust are provided. If an airbrush is going to be used for the final finish I would advise that these are left off until final assembly to avoid a difficult masking job. The joint between the fuselage halves is not bad but I ended up using a fair amount of filler. The detail in the lower fuselage will be removed during the clean-up of the joint and will need to be replaced.

The lower wings butt joint up to the fuselage. Great care must be taken with the alignment here and the assembly must be allowed to set well before proceeding. The upper wing comes in three parts. This caused me a few problems. I ended up with a noticeable step between the centre section and the outer wing panels and a few filling and sanding sessions were necessary. I found it difficult to preserve the fine rib detail on the wings while cleaning up the joints. As lozenge decals and rib tapes were used to cover the outer wings the effects of the sanding and the joints between the parts were not too obvious. References maintain that the centre section and upper fuselage and the fuselage sides were covered in a 'scumble' of a number of colours possibly resulting from the application of paint from a spray gun fitted with a splatter cap or perhaps using a sponge. I represented this by spraying acrylics in small patches over a brown under-coat using a splatter cap on my airbrush but am not convinced that this really captures the effect particularly well.

Lozenge camouflage and rib tapes were applied at this stage. Care needs to be taken in the area where the compass and walkway are moulded into the top of the lower wing. Some may wish to remove these and replace them with scratch built items after the decals are applied for a neater result.

The rear gun and gun ring are in white metal. The barrel jacket does not have the prominent perforations of the original. The front gun is in plastic and, while well moulded, there is little detail here. It is recommended that etched brass jackets are acquired for these.

The undercarriage is in white metal and while there are location points in the fuselage, these are not particularly positive and the undercarriage is easy to dislodge if you are careless.

Etched brass control horns from an Eduard kit were used on the tail and tailplane. The model was rigged with electrical wire rolled straight beneath a ruler and attached with white glue.

During the final assembly and rigging the model has to be handled extensively. I therefore protected the paint finish with a coat of Johnson's Clear and did not apply the fuselage transfers until right at the end of the assembly to avoid marking them while handling the model.

Accuracy

I checked the parts against the profiles presented in the Windsock Datafile before assembly. The kit seems to be spot on in all cases.

Colour Options

Decals are provided for two aircraft; one of Schlasta 26B and one of Schlasta 12. The former sports a spectacular looking red nose leading to a stylised flame motif on the mid fuselage. A decal is provided for the rear portion of this. The modeller will need to be careful to match up the colour of the front of the fuselage with the decal. I chose the latter option - note that the fuselage bands are supposed to cover the top and sides of the fuselage only, so don't panic when you find they don't go all the way around.

The instructions suggest the use of blue or salmon pink rib tapes. Contemporary photos suggest that the tapes were more commonly made of strips of lozenge fabric. Photographs of the two aircraft in question are not really clear enough to show which should be used so the jury is still out here. The photos of the models in the instructions show tapes on the vertical tail surfaces. Again the available photos are not clear here but on reflection I should have left these off.

Decals

The decals are well printed, have dense colour and are in perfect register. There was no need to use decal setting solution (in fact the instructions recommend that it is not used).

It was disappointing that no lozenge decal was included in a kit of this price. I used AeroMaster five-colour lozenge and rib tapes where applicable, although I understand that Blue Max produce their own lozenge decals. I find it rather difficult to get a neat finish around the curved wing tips, particularly on the thicker leading edges. To disguise any gaps when the decals were trimmed, I painted the edges of the wings in random patches of the colours used in the upper surface lozenge before the decals were applied.

Decals are also supplied for the cockpit instruments and the wing mounted compass.

Decal Rating = 10/10.

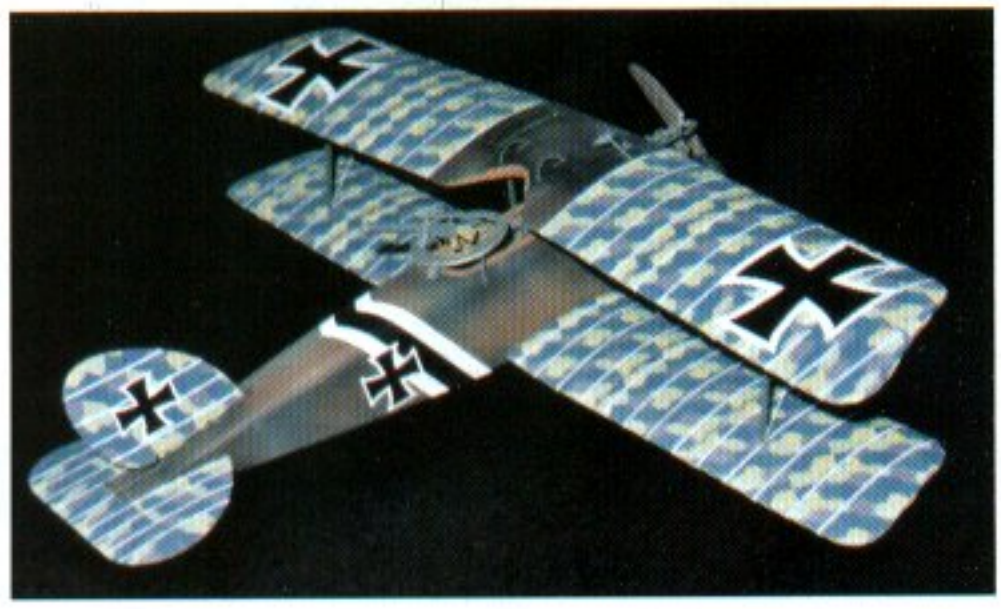
Conclusion and Recommendations

A great deal of care has gone into the production of this kit which seems to have been produced by enthusiasts for enthusiasts. At £25.00 this is an expensive kit in my view. The cost is increased by the need to buy lozenge decals separately. Despite the price, there is no resin or brass, and the kit has all the construction issues associated with limited run kits. The package is not quite as refined as the latest spectacular (and cheaper) offerings of First World War subjects from Eduard. Having said this, I enjoyed building this kit and look forward to the forthcoming release of their Sopwith Dolphin in 1/48th scale.

While this is not a kit for the novice, it can be recommended to anyone who has had previous experience of building a number of biplanes and dealing with lozenge camouflage.

My thanks to Blue Max for the opportunity to build and review this kit.

Dai Williams



Convair B-58 Hustler '1st Supersonic'

Technical Data

Manufacturer: Hobbycraft
Scale: 1/144th
Price: £10.99
Panel Lines: Recessed √
Status: New Tooling√
Type: Injection Moulded Plastic
Parts: Plastic 76, Clear 4
Decal Options: 2
Manufacturer: Hobbycraft Canada
UK Importer: Pocketbond Ltd

The Kit

Moulded in a light grey plastic with medium-to-light engraving the first thing that grabs your attention is that the aircraft is not as large as expected. The box is larger than needs be and gives the impression of bigger contents.

Instructions

These are printed on six sides of A4, three dealing with construction and two with paint/decal options. The construction drawings are clear and accurate and the painting guides are large enough to be useful, except they are printed in small dot-shading for the differing colours and some are too close to each other in pattern to be clear.

Construction

Some rather large gaps appeared on the wing to fuselage join which were difficult to sand due to the angle of the joint. You could probably help here by using gap-filling superglue to attach the wing. A rather strange feature of the two rear crew access hatches is that they are moulded in clear plastic when they are not clear on the real thing. Their fit was not the best and I would probably fit them open next time. Other than the above mentioned wing/fuselage gap no other problems were encountered.

Accuracy

There are minor discrepancies between the parts and the real thing.

I could only find two pictures of the Paris aircraft and they all show it with the large pod and the tail gun installed, which is not as depicted in the instructions. Span of the real thing is 17.32m (scale 12.02) and length is 29.49m (scale 20.48) and the model works out to span 11.9 length 19.6 so it is undersized all round but it looks like a B-58 and is in proportion.

Colour Options

Overall natural metal, which looking at photographs of the real thing faded to quite a dull aluminium, with black anti-glare panels. I used Humbrol 56 and added white and black in varying quantities for the odd panel. I used burnt steel for the rear of the engine pods.

Decals

Two options on the decal sheet; one is the aircraft lost at the Paris Air Show in 1965, the other is currently on display at the US Air Force Museum. The decals are thin and needed no sol/set solution but the glue was not very strong so take care not to dislodge placed ones when adding more.

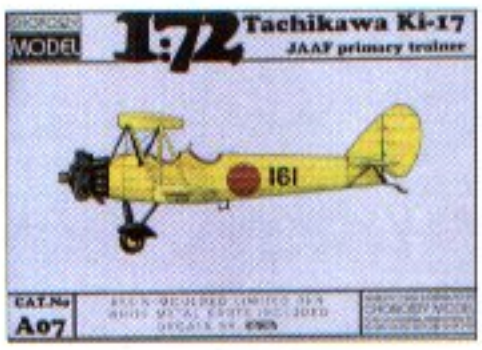
Conclusion & Recommndations

A much needed kit in this scale and a brave step by Hobbycraft. It requires a little work on fitting, but it is an enjoyable build.

My thanks to Pocketbond Ltd for the review sample.

Paul Gold

Tachikawa Ki-17, Army Type 95-3 Primary Trainer (Allied Codename 'Cedar')



Technical Data

Manufacturer: Choroszy Model
Scale: 1/72nd
Status: New Tooling
Panel Lines: Engraved √
Fabric Effect: Raised √
Price: £TBA
Type: Resin
Parts: Resin 31
Decal Options: 1
Manufacturer: Choroszy Model
UK Source: Aeroclub

The Kit

This is a limited resin kit of a very high standard. All the parts are well cast with only the smaller parts needing cleaning up. The instruction sheet is adequate but I still feel that better identification of some of the smaller parts would be helpful.

Construction

This starts with cleaning up the components for the interior, and what an interior! The detail these chaps have put into this model is commendable and accurate (The interior of this type is illustrated with some fine photographs in one of the latest 'Famous Aircraft of the World' books). To simulate the interior colour on the fuselage sides I first painted them in red/orange (Humbrol 132 Satin Red) then I applied a fine layer of linen colour over this to give a transparent effect. The tubular framework was then painted gloss black. All the parts for the interior went together well with only minor adjustments. It was here however that I came across my first major problem; there were pieces missing! As it happens this was not to be the end of the missing part saga! I checked through the rest of the kit to make sure nothing else was left out and unfortunately lots of pieces had been.

Now I really like these kits but my heart did sink when I saw how much I would need to scratch-build; half of the struts, the exhaust manifolds and pieces of the undercarriage assembly. Having built these models before I can quite comfortably say this is not the norm with their kits, I was probably just unlucky. However had I purchased this model and not received it as a review I would have found it irritating. That said I proceeded with the construction which was slowed down when I had to scratch-build an item. The main areas of this kit that could cause real problems are the interplane struts and the undercarriage supports. These will need to be dealt with carefully and patiently, I would strongly suggest setting up some form of jig for the wing alignment as well. After a period, longer than expected, a very nice little model came to fruition.

Accuracy

Overall this model shapes up to being very good, in fact it's almost spot on dimensionally. I found only the wingspan to be slightly too long, but this was nothing to write home about. The dimensions of the real aircraft were: span 9.82m (32ft 25/8in), length 7.8m (25ft 73/32in) and height 2.95m (9ft 85/32in) according to 'Japanese Aircraft of the Pacific War' by R. Francillon.

The eagle-eyed amongst you may be thinking the gap between the wings is a little small, and you're right. This is however down to me, as I made the struts too short! I will correct this soon though.

Colour Options

As this is a primary trainer you are limited to some degree with the colour schemes. The Ki-17 was basically overall red orange (not the orange yellow quoted on the instruction sheet).

In service these aircraft along with the Ki-9 (Spruce) were known as the 'Red Dragonfly because of their colouring. In a fresh (straight from the factory) condition, as my review model depicts, the best colour to use is Humbrol 132. For an aircraft that had been in service for a while I would lighten this colour using about 30% yellow.

Decals

The decals are well printed as usual and include serials and Hinomaru but no unit markings. Now it's either the decals or I am just getting better with them, but I had no problems with them falling to pieces on me with this kit. If, as I suspect, it's an improvement by the manufacturer, it deserves a big 'thank you'.

Decal Rating = 9/10.

Conclusion and Recommendation

A very good model of an important aircraft. Due to its nature I would only recommend it to experienced modellers though, and I would also recommend that you check the model before you start for those missing parts. Having built several of Choroszy Model's kits already, I am 100% sure this was just an oversight on their part. Highly recommended.

My thanks to Choroszy Model for the review sample.

Peter Fearis

Arado E.555

Technical Data

Manufacturer: Revell®
Scale: 1/72nd
Price: £3.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 89, Clear 9
Decal Options: 2 (spurious Luftwaffe)
Options: Open bomb bay with bomb load.
UK/Europe Importer:
Revell®, Binney & Smith (Europe) Ltd.,
Ampthill, Bedford. MK42 RS
Tel: 01234 360201 Fax: 01234 342110

The Kit

The kit comes in the usual blue box with some very striking box art depicting a formation of three aircraft over what appears to be New York. Inside you get three large sprues of Revell's now standard grey plastic and one clear sprue, bagged separately no less. Could it be that they are in fact listening to customer feedback? The level of detail is exceptional, with rivets and panel lines all finely recessed and well represented fabric detail on the control surfaces, although I personally think that these would have been metal. At this stage, this looks to be a beauty.

Instructions

These are in the usual Revell booklet style. The construction is broken down into twenty-six clear, easy to follow steps with detail painting called out at each stage. There are also two paint plans giving RLM numbers and full marking and stencil data placement, and a separate plan is given covering general stencil data application. Overall quite good.

Construction

Surprise, surprise, (I sound like Cilla Black!), we start with the cockpit interior once more, (one of these days I'm going to start with the undercarriage just to be different), and a very comprehensive interior it is too. Including overhead consoles and periscopes it consists of no less than thirteen parts. There are three crew stations, namely pilot, bombardier and gunner. The gunner, as well as operating two remote turrets, also appears to double-up as the flight engineer as he has six banks of identical instruments apparently relating to the engines. As all the radio equipment is in his station he must also be the radio operator. Add to that the fact that, unusually, the throttle quadrants are also at his fingertips, then you have an incredibly, or impossibly, high workload for one person and it's also practically impossible for the pilot to fly the aircraft. Also, the periscope appears to look directly down the jet intakes, but I digress.

The interior was painted overall in RLM 66. The instrument faces were painted in semi-gloss black. The seat pads were given a coat of dark green and etched seat harness was added. The entire interior was then dry-brushed in pale blue-grey to highlight the raised detail. The remote turrets were assembled next. Weight was then added at the forward wing roots as these are the most accessible forward areas and then the upper and lower fuselage halves were joined. Quite a bit of manouvering was required to achieve a decent fit but it did go together with minimal filler.

The vertical tail surfaces were then assembled and added to the wing trailing edge. The fit was excellent but a small amount of filler was required to blend in the join. Next, came the bank of six jet engines. These went together well, but one hint: add the intakes and exhausts to the bottom half before adding the top half. Trying it after the top and bottom are joined will lead to lots of profanities. Logic suggests that the engines are added to the main airframe after painting is complete. At this stage I skipped a couple of steps involving the canopy and went straight to the undercarriage. This is extremely well detailed , especially the huge main wheel bays. These were painted RLM 02 with dark green wiring and RLM 66 junction boxes. Details were then highlighted by dry-brushing with pale green.

Now we turn to the cavernous bomb bay. Once the doors and actuator arms were in place the interior was painted in RLM 02 and given the same treatment as the wheel wells. Into this magnificent bomb bay goes a very impressive offensive load. The front cradles carry three SC.250's. Not much you may say, but the rear cradles are home to a pair of, wait for it, SC2500 'Max' bombs, (if the dimensions given in Dressel and Griehl's "Bombers of the Luftwaffe" are correct). Happy, happy, happy. Unfortunately, all the bomb bay detail disappears behind these. The canopies were attached with Krystal Kleer then, after masking, the whole aircraft was sprayed with Halford's Acrylic Primer prior to painting.

Accuracy

I have no information on this aircraft but, as it is squarely in the 'what if?' category, dimensions are purely academic as the production aircraft would probably not have looked like this anyway. It looks good and that's what counts here.

Colour Options

Two options are given, one for a machine of KG 200 and one from KG 100. Both are finished in overall RLM 76 with a pattern of RLM 75 on the upper surfaces, although the patterns are very different. I chose a different scheme for my aircraft, RLM 84 overall with a mottle of RLM 81 and RLM 83 on the upper surfaces, although I still used the kit decals for an aircraft of I./KG 100. Paints used came from the excellent AeroMaster Acrylic range.

Decals

These look typically Revell, being very matt with lots of carrier film around the smaller stencils. Register is quite good although it is out slightly on the codes, the unit badge and on some of the coloured stencils. The sheet is quite comprehensive, giving you national insignia (still no Hakenkreuz), unit badges, codes and full stencilling and walkways (these took a full night to apply). As I said, the register is a bit off, the clarity isn't too bad and the colour density is good. When I was applying these decals I didn't have the normal problem associated with Revell decals, namely that of the brownish 'gunk' that tends to hold all the stencils together. Is this a one-off or have they sorted out that little problem? The decals responded well to Micro Sol and Set and adhered well to the contours. The silvering that has occurred is probably due to the gloss varnish not being glossy enough. Should have had a second coat.

Decal Rating = 6/10

Conclusion & Recommendation

Well, what can I say? I absolutely love it. For under a tenner you get a big chunk of very tasty aircraft. Well detailed, crisply moulded and fitted together more than reasonably well, I don't think anyone would be disappointed with this kit. Suitable for both the novice and those who need to get out more. A definite must for the 'serious?' Luftwaffe '46 modeller. Get out, buy a few then sit down and have fun. Somebody did as there were no less than four entered in our local model competition, one winning the Padded Cell Trophy.

Thanks to Revell, Binney & Smith (Europe) Ltd for the review sample.

Gordon King
Photography by Alasdair King

Hawker Hurricane Mk IIB

Technical Data

Manufacturer: Revell®
Scale: 1/72nd
Price: £2.95
Panel Lines: Recessed √
Fabric Effect: Raised √
Status: New Tooling√
Type: Injection Moulded Plastic
Parts: Plastic 49, Clear 4
Options: Bombs or Fuel Tanks
Decal Options: 2 (Nos 601 and 402 Squadrons)
UK Importer: Revell® Binney & Smith (Europe) Ltd

The Kit

This appears to be the first in a new series of Hurricane variants in 1/72nd scale from Revell, and represents the twelve-gun, fighter-bomber Hurricane Mk IIB. Four grey sprues of parts, plus one clear, make up the plastic, and very good it is too. Surface detail is mainly engraved, although there are some raised lines here and there. The fabric effect on the rear fuselage is very nicely done while that on the control surfaces is a little heavy-handed. Interior detail is basic, but includes all the essentials, while the wheel wells are superb. The canopy is supplied in two parts but the hood is slightly too thick to sit comfortably over the fuselage hump in the open position. Also, unless my eyes are getting worse, the canopy framing seems to be engraved on the inside of the parts?!

The kit provides long-range tanks or bombs for under the wings, plus a choice of exhaust manifolds for the two options, and a pair of exhaust anti-glare shields for the No.402 Sqn options.

The breakdown of parts will allow Revell to offer other Hurricane variants in the future, including a Sea Hurricane (announced), as the outer wing panels and lower rear fuselage are separate parts. Strangely, the propeller is moulded with no pitch to the blades, but gently twisting the blades soon remedies this.

Instructions

A loose-leaf booklet provides a sprue map, construction diagrams over twelve stages, painting information (matched to Revell's own range only), and two very good camouflage and markings four-view drawings.

Construction

As usual this starts with the simple cockpit assembly, comprising a floor, control column and a combined seat/armour plate unit. I removed the

moulded headrest, as I could find no photographic evidence for it.

The cockpit assembly locates into the starboard fuselage half, the neat instrument panel is then added, and the two fuselage halves joined. Before joining the two halves, however, you will need to decide which option you plan to build, as locating holes for the anti-glare shield must be opened up for the No.402 Sqn example. Next comes the lower wing centre section, and the separate lower rear fuselage section. The fit of these parts to the assembled fuselage is none too good, and despite careful fitting and trimming I still needed some filler in these areas. The outer wing panels are now assembled, having opened up the holes in each lower wing panel for either the bombs or the long-range tanks; I chose the tanks for the review model.

Again, the joins between the outer wing panels and the centre section need care, and I did have to use a little Tippex to fill small gaps here and there. Having added the tailplanes, which fit very well, the instructions move on to the undercarriage, but most modellers will leave this and all the other more delicate parts until the model has been painted and decalled. Along with the other final bits and pieces, I also added the outer gun barrels from plastic rod, as these protruded through the leading edge on the full size aircraft. I went on to add the two-part radiator bath, which needed trimming to fit well, and the carburettor intake. I replaced the kit anti-glare shields with thinner plastic card items. Finally, I added the long-range tanks before priming and painting the model. The tank's integral pylons needed a little 'adjustment' with the knife before they would fit snugly against the wing surface.

Accuracy

The full size Hurricane had a span of 40' and a length of 32' 2.25" according to Francis Mason's 'Hawker Hurricane'. The model scales out at 39.5' in span with a length of 31.25' with the tail down and 32' in a flying attitude. Overall then, this is a very accurate model in terms of dimensions. Perhaps more importantly, it is also the right shape! Compared with the Academy kit, the proportions of the Revell offering are very much better, especially in the width of the fuselage and the shape of the tailplanes.

Colour Options

Option one is for a Hurricane IIB of No.601 (County of London) Sqn, based at Duxford in August 1941. This aircraft is BD712,UF•Y, and is camouflaged Dark Green and Ocean Grey over Medium Sea Grey; it carries a blue band on the spinner, and a red winged sword on the fin flashes.

The second option, and my choice for this review, is BE485, AE•W of No.402 (RCAF) Sqn based at Warmwell in 1941. Overall colours are as the first option, but this aircraft has a standard Sky spinner.

I used Xtracolor X1, X6 and X3 for the Dark Green, Ocean Grey and Medium Sea Grey respectively, and Humbrol H90 for the spinner and tail band. Humbrol 24 was used for the yellow wing leading edges and prop tips, while Humbrol 78 took care of the cockpit interior and wheel wells.

Decals

These are generally rather nice, with good register and colour density, and a good selection of stencils and even the red doped gun port patches, as well as the national markings. Carrier film is matt, however, and one or two of the smaller items silvered, despite being applied to a gloss surface with Johnson's Klear/Future. The worst part, however, is the 'Sky' colour used for the squadron codes and the tail band. The colour used would look great on a packet of mints, but it sure ain't 'Sky'! I over-painted mine with Humbrol 90, and I'm sure many modellers would do the same or replace them altogether.

Decal Rating = 6/10

Conclusion and Recommendation

This range of World War Two fighters is rapidly establishing itself as the benchmark in this scale, and this latest kit is no exception. The overall standard of detailing and accuracy, combined with the bargain basement price, is unequalled, and despite the odd fit problems, modellers at any level should be able to get a good result. Roll on the Sea Hurricane!

Highly Recommended.

My thanks to Revell® Binney & Smith (Europe) Ltd for the review sample.

Paul Lawson

Revell®

LATEST RELEASES

All these latest releases from Revell display the superb quality and levels of detail which you have come to expect from the world's leading modelling company.

Dassault Rafale M 04517
1:48 Scale/Span 22.7cm/Length 31.9cm
New tooling. Interceptor fighter/multipurpose combat aircraft, the Dassault Rafale is intended to replace several present interceptors and ground attack aircraft of the French Air Force and Navy.

F-14 D Super Tomcat 04392
1:72 Scale/Length 23.7cm
New tooling. Supersonic standard fighter bomber of the U.S. Navy. Equipped with state-of-the-art technology, the first F-14 D Tomcat was completed in 1990.

P-51 B Mustang III R.A.F. 04133
1:72 Scale/Span 15.3cm/Length 13.5cm
New tooling. Standard fighter aircraft of the USA and the United Kingdom, with R.A.F. decal option.

Available from
BEATTIES Models Hobbies Toys Games
& all good model stockists.

Revell – doing more for the modeller

BINNEY & SMITH®
Binney & Smith (Europe) Ltd,
Ampthill Road, Bedford, MK42 9RS.
Tel: 01234 360201. Fax: 01234 342110.

©Revell is the registered trademark of Revell-Monogram Inc.

Breda Ba.65 A80

Technical Data

Manufacturer: RCR Models
Scale: 1/72nd
Price: £14.95
Panel Lines: Recessed √
Status: New Tooling√
Type: Limited Run Injection Moulded Plastic, Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Plastic 27, Acetate 2, Metal 3, Resin 2, Etched Brass 34
Decal Options: 3
Manufacturer: RCR Models
UK Source: Hannants Ltd

The Kit

The kit is presented in a well printed, full colour box. Inside, all the parts, with the exception of the canopy in the review sample, are of excellent quality.

Instructions

Two A4 sheets folded to give eight pages given over to parts identification, exploded views of the eight-stage construction sequence and each painting and decal option.

There is no text. Only Regia Aeronautica paint designations are given on the painting diagrams.

Construction

Once carefully detached from the sprues and cleaned up, the main parts go together well if vac-form techniques are used to ensure that mating surfaces in the wings and fuselage join cleanly. Refinement of the trailing edges was also required together with sanding of the joint lines, but any lost detail is easily reinstated. Separate flaps are supplied without internal wing or flap detail. As drooping the flaps also requires modification to the etched flap hinges, it's easier to build the model 'flaps up'. Those with access to better reference material who want to model flaps down at least have a head start. Surprisingly little filler was required and even the fragile looking three-part engine cowling, once cleaned up with a sharp knife and emery, turned out well. The butt-join tailplanes fitted perfectly.

The Spanish Civil War version requires a vac-form observation window cut out in the lower wing assembly. However, since the kit doesn't include parts or information to detail the cavernous fuselage thus revealed, other than the instrument panel and the seat and mounting, (which is truly a work of art), I chose one of the two later WWII machines.

The instructions show the instrument panel at the very front of the cockpit some distance in front of the rudder pedals. Strangely the control column is not supplied! In the absence of reference material it's left to the individual to use sprue and guesswork to make up the deficit.

Meagre picture references available suggested that the instrument panel is located some 6mm from the front of the cockpit. I settled for this after much trial fitting and thinning the fuselage sides to accept the panel. Using the one-piece lower wing centre section as a base, I put in a plastic card floor about 12mm from the cockpit coaming to give the seat support and fill the void. Plastic card was also used to blank off the wing roots internally and to make a fretted rear cockpit bulkhead, whilst Slaters strip was applied to the inside of the cockpit to simulate longerons. The whole was painted AeroMaster 'Verde Anticorrosivo'. Thus detailed the interior is almost certainly inaccurate, failing to replicate the tube and wire birdcage construction of the original, but it looked better than a gaping chasm and made me feel better!

The (single) canopy supplied with the review kit was a mis-shapen bubble and was discarded in favour of a scratch-built replacement. Subsequently I came across a commercially supplied sample of the kit and found the canopy to be excellent.

The finished undercarriage assembly is quite neat and fits into the bays by attaching to etched brass boxes replicating the wing rib structure at that point. According to the instructions, this fragile mounting box should be glued to the edges of the undercarriage bay moulded into the lower wing, but the fit is far too slack. My solution was to fashion plastic card blocks and stick them to the underside of the upper wing panels and then file them to the correct wedge shape and depth, from which to suspend the etched brass mountings when the upper and lower wings were mated. It's then up to the individual modeller to fit the completed undercarriage strut and jack the best way they can. The instructions give a few clues.

A plastic card blanking plate was fitted to the front of the fuselage to provide a secure mount for the power plant. The exhaust ring was a tad short, but super-gluing scrap on the end and shaping to fit cured this and made a snug fit for the cowling, which locates over it.

Colour Options

All three schemes illustrated are variations of "sand and spinach" topsides and grey undersides. Full markings are provided for the 1938 Aviazione Legionaria and North African, 50° Stormo Assulto in 1940. Modellers must supply the red, white and green rudder markings for the 1939 50° Stormo scheme.

Accuracy

According to David Mondey's 'Axis Aircraft of World War II' the Ba.65 had a span of 39ft 8.5ins and was 30ft 6.25ins long. RCR's kit is, therefore, accurate to within 2% overall, whilst capturing the proportions of the original shown in photographs very well indeed.

Decals

These had a satin finish, were well printed, adhered well despite application to a matt surface and were in register with good colour density.

Decal Rating = 10/10

Conclusion and Recommendation

Overall I was very pleased with the outcome of Italy's 1935 multi role combat aircraft. It looks sharp and racy with a strong hint of the Macchi C.200 about its lines, filling an important gap in any Spanish Civil War or WWII collection. This is, however, one kit which I could have easily sidelined or even 'binned', because it's both Jekyll and Hyde to build.

The RCR Breda Ba.60 A80 is basically an excellent mixed-media kit, but it's expensive and I would expect clear instructions with reference material and a more comprehensive interior detail for £14.95.

Modellers experienced with mixed-media, who have good reference material and who want a challenge, may well find the result worth the price though.

My thanks to RCR for the review sample and I do hope that RCR go on producing more interesting aircraft, like this one, for us to build.

Simon Snape

Kokusai Ki-76 'Stella'

Technical Data

Manufacturer: Aviation Usk
Scale: 1/72nd
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling√
Type: Limited Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 38, Etched Brass 52, Clear 3, Acetate 1
Decal Options: 3
Manufacturer: Aviation Usk
UK Source: Aeroclub & Hannants

The Kit

This mixed-media kit has all the injection parts well produced, requiring only the minimum of cleaning up. All other details are supplied as etched brass.

The Ki-76 has been produced before in resin but I believe this is the first time in this form.

Construction

Construction starts with the interior which is a mix of plastic and etched pieces. It is well furnished although some of the smaller parts are quite fiddly. I painted the interior of my 'Stella' with grey-green and picked out the details by dry brushing. The assembly of the fuselage takes up the first three stages of construction but does proceed at quite a speed. Stage four is the engine assembly; this is very nice! Once painted and dry brushed the whole item looks most convincing; the fire wall did however need careful sanding to get it to fit into the cowl. Stage 5, now this is the tricky one, and perhaps the most difficult part of the kit! The 'Stella', like most others of this type, has a large glazed area. The three-part canopy needs to be very carefully trimmed and offered to the fuselage on several occasions before attempting to attach it. This was easily the most time-consuming part of this model and I would also like to pass on a tip that I did not do but noticed once the model was finished. The area inside the transparency where the wings are attached should be painted at this stage. A colour such as Aotake or grey-green would be appropriate. I did not paint mine as I did not think ahead. When the wings are attached and you look at the model you can see the grey plastic of the wing chord. Do not paint the outside of the transparency or the wing will not attach! At this stage I masked the canopy, not forgetting the wing root, and painted the airframe and other components in the appropriate colours. When the paint was dry the masking was removed and the wings attached. This is again quite a tricky operation but with care and patience should cause few problems. The whole wing assembly becomes quite strong once the support struts are added, but I would advise giving the model a good 24 hours to dry before carrying on. The final stage of construction is adding the undercarriage and the small parts to the exterior. I must admit here that I lost the propeller and had to substitute it; the eagle eyed amongst you will note it has the wrong pitch but it was the only one I had at the time!

Why did I paint the sub-assemblies at such an early stage? Well I looked at the model, saw how much masking was needed to the canopy, and wondered how I would get it off once the wings and struts had been added. It's a far easier option to paint the model before final assembly!

Accuracy

I have not measured the model or compared it to plans other than those given with the kit, but looking at photographs alongside the

model it looks the part and that's what counts. The real aircraft had a span of 15m (49ft 29/16in), a length of 9.56m (31ft 43/8in) and a height of 2.9m (9ft 63/16in) according to 'Japanese Aircraft of the Pacific War' by R. Francillon.

Colour Options

This needs to be decided early if you take my course of action when building this model. There are three options included in this kit, two are quite similar and personally to me much more interesting. The first is for a 'Stella' from the IJAAF carrier (that's right carrier) Akitsu Maru. It is Dark Green on the upper surfaces with Light Grey lower surfaces and a Dark Blue/Black cowl. This is the aircraft that is depicted on the box top. The side view on the instructions does not make this clear though. The second aircraft, again from the Akitsu Maru, is finished in Dark Green overall. The third aircraft is from an unknown unit, the suggested scheme being light grey or orange overall with a large anti-glare panel. From the photographs I have seen I would suggest silver dope.

Decals

The decals are very well printed and go on with no problems at all, I would recommend caution however. I used too much decal solution on one of the upper wing Hinomaru and it wrinkled.

Decal Rating = 9/10.

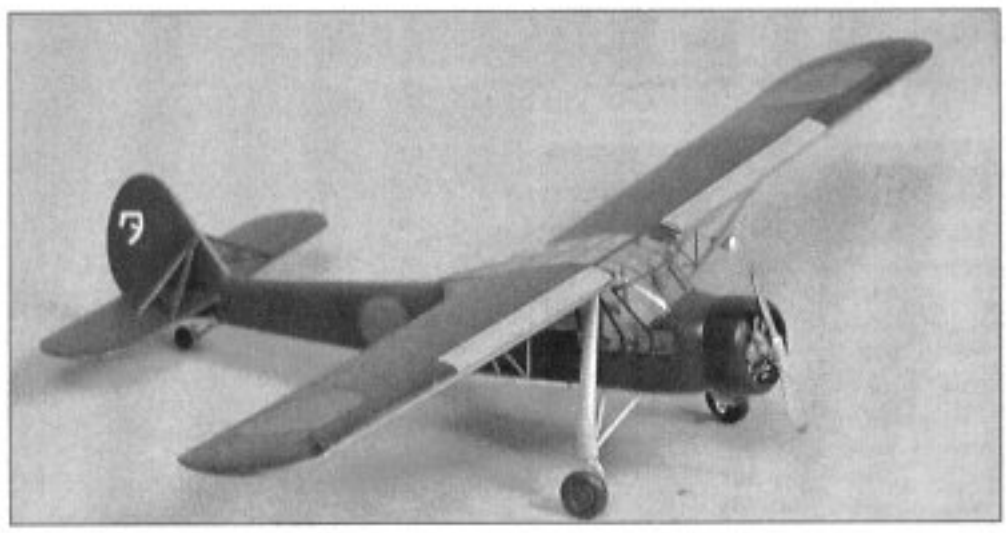
Conclusion and Recommendation

This is an excellent little model, actually once built you will be surprised how big it is! The main areas do not really cause any problems; what makes this model a little bit difficult are the glazing and wing attachment. These two areas are easily the hardest parts to tackle. Aviation Usk do say on the box this is for experienced modellers. Whilst this is in some ways true I feel that anyone who puts a little time and thought into this model could build it, as it looks more daunting than it really is.

I would recommend this to anyone with the proviso that they take their time. I will be getting more!

My thanks to Aviation Usk for the review sample.

Peter Fearis



CAC Winjeel

Technical Data	
Manufacturer:	High Planes Models
Scale:	1/72nd
Status:	New Tooling √
Panel Lines:	Engraved √
Fabric Effect:	Raised √
Price:	£TBA
Type:	Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts:	Plastic 20, Metal 5, Clear 1
Decal Options:	6
Manufacturer:	High Planes Models
UK Source:	Hannants

The Kit

The kit comprises 26 parts, 20 injection moulded in thick blue plastic, 5 parts in white metal and 1 vacu-formed clear. The vacu-formed canopy is spotless, the metal details are well-defined with little flash and the finely engraved injection parts will need just a little cleaning before use. Decals are provided for six aircraft.

Instructions

The instructions comprise a basic black and white exploded assembly diagram (which, on its own, is a little vague), a set of written assembly and detail painting instructions and three pages of black and white colour scheme diagrams. Though the colour scheme diagrams are very good, the instructions as a whole would be improved by the inclusion of some detail diagrams, i.e. cockpit instrument/control layout, navigation and landing light placement, etc.

Construction

Initial stages of assembly require the fitting of the cockpit and engine before fuselage halves. The sidewall detail will repay careful accentuation. The seats are a little rough and do not match each other; with work they can be filed to shape, although final appearance would be improved by replacing them with after-market items. Smaller details, i.e. throttle controls, radios etc. will need to be added since the large canopy affords an excellent view into the cockpit. The engine is a tight fit and will require sanding to fit correctly. The cowling also benefits from thinning of the leading edge as do the exhausts. There is a scoop below the engine which is neither hollow nor recessed and needs to be drilled out. The scoop is small and requires some skill with a drill. Holes to accept the landing gear pins and propshaft need to be drilled also.

The fit of the fuselage is good needing little or no filler except where the one-piece lower wing joins it. Here the thickness of the plastic means that some elbow grease is needed to reduce the lower wing's root and under-fuselage's thickness such that it will allow the upper surfaces to match the fuselage. That done, some filler will be required around the whole join. Once carefully blended, it looks fine.

Once the tailplane is added, painting can commence since the undercarriage and other small details are probably best left till after. I find that the fragility of vac-formed canopies makes it easier to paint or decal before fitting to the aircraft (having filled them first with plasticene) although the High Planes canopy was sufficiently sturdy to separate by careful, repeated scoring without packing. Decal strip was used to frame the canopy after carefully cutting it to shape.

Whilst some side wall detail is moulded in, I couldn't leave the cockpit 'straight from the box' and just added seat harness and basic flight controls. The windscreen was cut from the rest of the canopy so the canopy could be left open in order that the cockpit can be detailed further once suitable references are found.

Accuracy

The published dimensions are 11.76 metres span and 8.56 metres length. The model measures out approximately at 165 mm span and 117 mm length which is 11.88 metres and 8.42 metres respectively. The difference in length may be due to a rear navigation light that is not shown on High Plane's plans but is shown in Angelucci's 'World Aircraft Encyclopedia of Military Aircraft' (pp 492). As it is, the Winjeel is only around 10 scale centimetres out in both dimensions. General outline appears accurate. I found out (after completion) that there should be two small projecting navigation lights on each wing tip and a pitot tube on the port leading edge again, not shown on the instructions.

Colour Options

Schemes are suggested either for three trainers or three FAC aircraft. The trainers are overall silver/aluminium dope with orange hi-vis areas and the FAC aircraft are in green and grey with light grey undersides. I thought the trainer schemes most attractive and so chose the easiest of the three.

Decals

The decals look sharp and in register, with good colour definition and opacity. RAAF decals and stencils are comprehensive with both the RAAF Kangaroo logo and plain British type roundels for some schemes. The decals are thin and may tear if moved too soon. Soak them for a good minute or so before trying to slide them off the backing. They adhere well and do not need solvents or setting solutions although Micro Sol & Set were used for the purpose of testing, with no problems. One error appears to be the national insignia on the tail fin which are too wide compared to the colour plans included. Wing walk areas would have been a nice addition. These are probably the best looking decals I've come across in terms of finish.

Decal Rating = 9/10

Conclusion and Recommendation

This is a solid kit that, with careful preparation of the parts fits well and looks good. Whilst some work is inevitable, the overall feeling is that of a good level of component quality. The sturdiness of the parts, allows the model to be handled with confidence during the various phases of construction and finishing. The level of detail is adequate but there is plenty of scope for super detailers in that large, highly visible cockpit. The colour schemes are attractive with a good selection of alternative markings. Aside from the work needed on the wing/fuselage join, I am fairly impressed with the overall quality of this kit. As an introduction to limited-production kits, this would make a good opener.

Highly Recommended.

My thanks to High Planes for the review sample.

Deon Whittaker

Messerschmitt Me 163A Komet

Technical Data

Manufacturer: Flashback
Scale: 1/48th
Price: £12.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 17, Resin 2, Etched Brass 26, Acetate 1, Clear 1
Decal Options: 3
Manufacturer: Flashback
Sample Source: LSA Models

The kit.

The box art shows the V6 prototype climbing away above the clouds. Reading the box sides, it seems that both Aires and Eduard have contributed towards this kit. Let's open it and find out. Okay, we have one sprue of grey, limited-run plastic which is apparently a new tooling; a single, exceptionally fine, injection moulded canopy; an Eduard brass fret and an Aires resin cockpit tub and seat. The resin parts are very crisp and the plastic parts have delicately recessed panel lines and little flash, but do suffer from a high proportion of sink marks. On the whole it looks pretty good.

Instructions

These come in the form of a double sided, A3 sheet. One side explains construction in a series of exploded views with location arrows being fairly precise and detail painting being called out at each stage. Side two gives you a parts map and contents list and three five-view painting and decal plans covering each of the three options given. RLM numbers are given throughout. Overall an exceptional instruction sheet.

Construction

Deja vu, I've a feeling I've been here before. Yes, we start with the cockpit interior, and a very nice one it is too. As previously stated the resin tub and seat are by Aires and the etched detail is by Eduard. After cleaning the resin parts in detergent, they were separated from their blocks and tidied up. Only minimal tidying was necessary. The tub was then dry fitted to the upper fuselage half to test for fit. Wow!! It fits in place exactly with no need for thinning the walls or trimming the resin. Most impressive. After painting in RLM 02, detailing with RLM 66, and highlighting with pale grey and sky, the cockpit sub-assembly was glued straight into place. The upper and lower fuselage halves were then fixed together. Minimal filler was required at these joins. The tail assembly was then built and glued to the rear of the main fuselage. Quite a bit of filler was required here to fair the tail in as the join is pretty poor. At this stage you have to choose which option you wish to model. The V1 and V2 prototypes are both unarmed and have a simple dolly for the undercarriage while the V6 prototype carries R4M 'Orkan' rockets and utilizes a strengthened dolly. As the V6 is slightly more interesting, this is the one I chose. The dolly on this version had to be dressed up with etched details. The R4M rockets and their rails were painted and assembled to be added later. After painting and decalling the canopy was fitted in the open position, the dolly was attached and the rockets were glued into place. Finally, the wire pitot tube supplied in the kit was fitted.

Accuracy

Using 'German Jet Genesis' by D. Masters, the kit scales out almost exactly to a length of 5.7m and a span of 9.3m.

Colour Options

Options are given for three aircraft. The V1 (KE+SW), the V3 (CD+IL), and the V6 (CD+IO). All the aircraft are finished in overall RLM 02 Grau. The model was painted using the AeroMaster Warbirds Acrylic range.

Decals

Very nice looking, covering the three options already mentioned. Register and clarity are good with the decals printed on a glossy backing. They adhere well to the surface with the aid of Micro Sol and Set and there is no adverse reaction to these solutions. The colour density is very good and although the Hakenkreuz are broken into halves, matching them up is easy. Overall an excellent sheet.

Decal Rating = 10/10

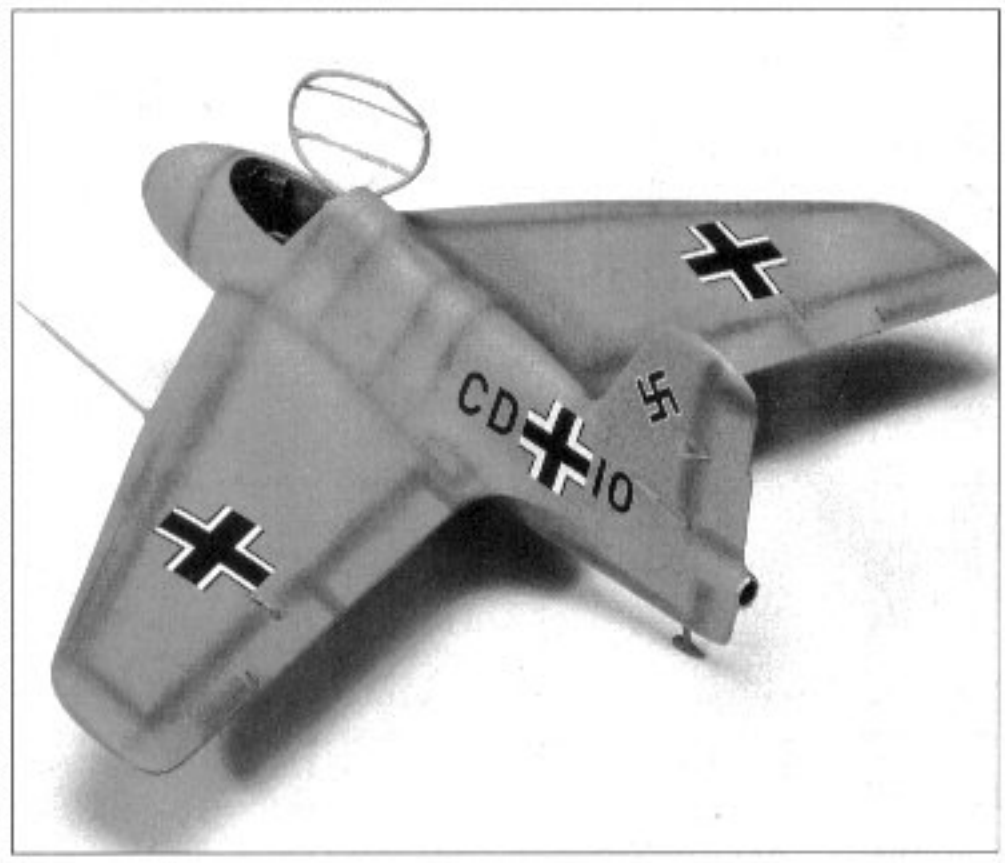
Conclusion & Recommendation

I have no hesitation in recommending this kit to all but the novice modeller. This kit would in fact serve as an excellent introduction into the world of limited run, mixed media kits as there is nothing really difficult in it. In fact, resin detailing of this quality takes a lot of the work, but not necessarily the fun, out of modelling. Buy and enjoy.

Thanks to LSA & Flashback for the review sample.

Gordon King

Photography by Alasdair King



North American/Rockwell International OV-10A Bronco

Technical Data

Manufacturer: Academy
Scale: 1/72nd
Price: £4.99
Kit No.: 1665
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: 98 Plastic (Grey), 5 Clear
Decal Options: 2
Manufacturer: Academy Plastic Model Co. Ltd.
UK Importer: Toyway

The Kit

The kit comes in the usual Academy box with a colourful piece of artwork on the lid. Inside are about 98 pieces on four grey injection moulded sprues plus another 5 clear pieces. Two sprues are in cellophane packaging and the other two are packaged the same but have the clear sprue in with them. At least this way the transparencies are not rattling around loose like in most kits. The decal sheet is also in a cellophane wrapper. The instructions comprise an eight-page A5 fold-out booklet with an additional double-sided A5 sheet for the two optional colour schemes.

The sprues are crisply moulded with no visible flash, and detail is engraved with some raised lines in places.

Instructions

The instructions are in five languages and page 1 offers a history of the type. Pages 2 to 7 are the 12-stage exploded assembly diagrams, while page 8 is a numbered sprue map. Detail paint colours are given with some FS references. The loose double-sided sheet shows the painting and decal guide.

Construction

Assembly starts with the cockpit that comprises the floor, detailed tandem ejection seats including the harness straps, joystick and instrument panels for which there are five decals. The interior is Light Aircraft Grey with khaki seat cushions, red headrests and a Matt Black joystick. I picked out the harness straps in Light Brown with Silver buckles. Once all this is done it goes into the fuselage pod, the two piece wing is attached and the machine gun pod and weapons hardpoint added. This was the only part that needed trimming to fit.

The rest of the model goes together very well with only a little rubbing down to hide the joints. I did not need to use any filler, but the more fastidious might on the wing-to-fuselage and the fuselage-to-weapons pod joints. You have a choice of weapons to fit and they comprise: two Sidewinders, two Mk 82 bombs, two 5in rocket pods, two 2.75in rocket pods and a 150 gal fuel tank. After painting the model and adding the decals, I added the cockpit glazing and found it fitted very well with only a little trimming needed to get a perfect fit.

Accuracy

Jane's World Aircraft Recognition handbook quotes the span as 12.19m and the length as 12.67m. The model scales up to a span of 12.1m and a length of 12.6m. The model is therefore spot-on as far as I can make out and looks like its drawings and photographs.

Colour Options

You have two options; an OV-10A of TASS/504th TASG., Danang, South Vietnam, 1969, with a shark's teeth nose decal, that is Aircraft Grey (FS 36473) overall with a white finish on the upper surface of the wing. The second option is for a USMC OV-10A of HML-267, California, 1970. This is Field Green overall with Gull Grey under surfaces and once again, a white finish on the upper wing surface.

Decals

The decal sheet is crisply printed, nicely in register, with a gloss finish and very little

excess carrier film. The decals slide off the backing sheet easily. I did not need to use Micro Sol or Micro Set so I do not know how they would react to these solutions. The decals are thick enough not to let the background colour show through and stick well to the model. The backing film shows up on matt surfaces, but does not silver. To get round this problem, I used Johnson's Klear to coat the model, applied the decals and then dulled it down using matt varnish.

Decal Rating = 8/10.

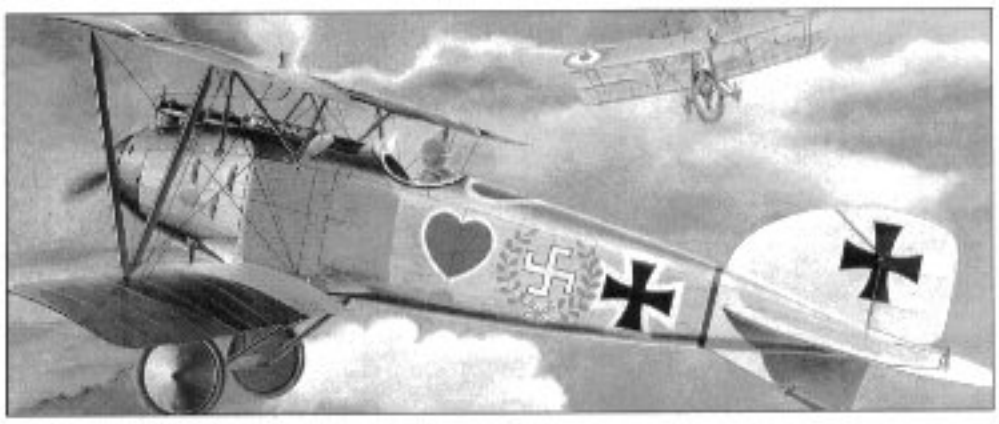
Conclusions and Recommendations

This is a nice kit to assemble, the instructions are easy to follow and the painting guide is good. Anyone could put this kit together and get a good result. My only problem with this kit was that there is no room to put enough nose weight in to stop it sitting on its tail. Highly recommended.

My thanks to Academy & Toyway for the review sample.

Mike Kingsley

Albatros D.III



Technical Data

Manufacturer: Eduard 'ProfiPack'
Scale: 1/48th
Price: £12.95
Panel Lines: Recessed √
Status: New Tooling√
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 52, Resin 4, Etched 31, Acetate 2
Decal Options: 4
Manufacturer: Eduard M.A.
UK Distributors: LSA Models & Hannants

The Kit

Eduard kits just keep getting better and better. The mouldings are crisp and well detailed without a hint of flash, even on the smaller parts, and the surface detail immaculate. The wing-rib detail is totally realistic. The cockpit interior and engine are excellent. There are optional upper wings, one with the offset radiator, and a choice of the standard D.III fin/rudder or the later rounded D.V. shape. I found it almost impossible to fault.

Instructions

These match the quality of the mouldings. Every aspect of assembly is clearly shown in well drawn exploded diagrams and all parts are tagged with a paint number matched to Tamiya, Humbrol, Revell, Testors and AeroMaster paints. Tone drawings show the decal placement for the four markings options and there is also a rigging diagram.

Construction

Assembly was quick and easy. With such clear instructions and a good fit of parts you just can't go wrong. There was a slight gap at the tailplane-to-fuselage join which needed filling. I just ran some superglue into it, quickly wiping off the excess before it dried.

A strange omission from the kit is the water pipe which runs from the upper wing radiator to the front of the engine. It wouldn't be difficult to make it from plastic rod but I'm surprised Eduard missed it off as it's clearly shown on the box art. Also missing are a couple of small circular access panels on the rear fuselage. The etched sheet doesn't supply these although it does provide several panels and louvres for the front end, seat belts and Spandau jackets.

Accuracy

The kit is an exact match for the Windsock plans done by Ian R. Stair and that's good enough for me. For the more fussy ones out there the wingspan is actually a millimetre short, going by published dimensions in Profile 127. The figures are, (kit measurements in brackets): Span 9.05m (187mm should be 188mm), Length 7.33m (152mm), Chord upper 1.5m (31mm), Chord lower 1.1m (23mm).

Colour Options

There are four of them. The one flown by W.Voss will be very familiar but the other three are somewhat less well known and more interesting, to me at least! Jacobsen's Jasta 31 machine is quite attractive, likewise the blue and white diamonds of Oskar Sietz, but I chose von Bertrab's unusual scheme.

I've already mentioned the excellent painting guide but I like to mix my own colours, using a variety of acrylic paints. The ones I use most are from the Citadel range sold in Games Workshop. Their 'Dark Angels Green' and 'Bestial Brown' are fairly close matches for Albatross colours.

Decals

One of my reasons for picking von Bertrab's markings was to see how well the decals went on over the dark fuselage, (and to avoid painting a woodgrain finish). Even with thirty years modelling experience behind me I still have trouble using Eduard decals. They are just too thin to handle easily. The printing is beautiful and, if you can get them on successfully, the carrier film disappears completely under a coat of varnish. But, they are difficult to slide into position, they wrinkle and tear easily and if you put Klear/Future anywhere near them they'll break up.

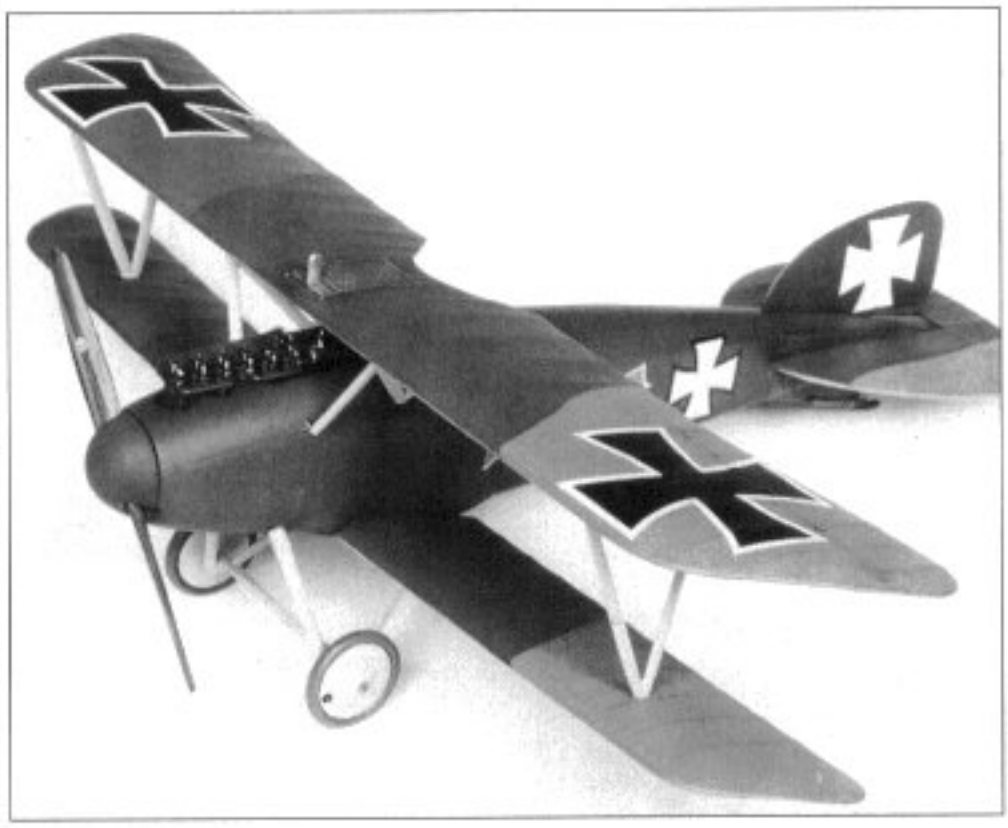
Despite being wafer thin, their density is good and Von Bertrab's unusual white crosses remained white even over a fairly dark purple. I'd give them a 7/10 but be careful with them.

Conclusions and Recommendations

A quality product and easily the best Albatross D.III in quarter scale, and it's great value for money. Highly recommended.

My thanks to Eduard M.A. for the review sample.

Ed Smith



Revell

Thank You

Scale Aviation Modeller International would like to thank Revell", Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

AeroMaster

Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.

HUMBROL

Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

LIFECOLOR
ACRYLIC HOBBY COLORS

Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 1999.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Eagle Strike Productions

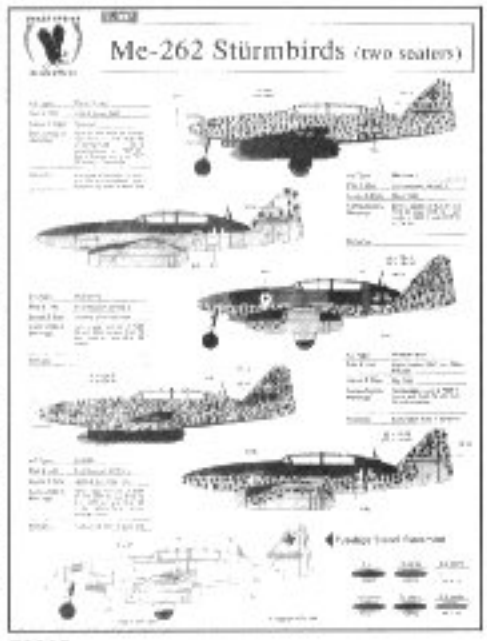
1/72nd Scale

72007 Messerschmitt Me 262 Stürmbirds (two seaters)

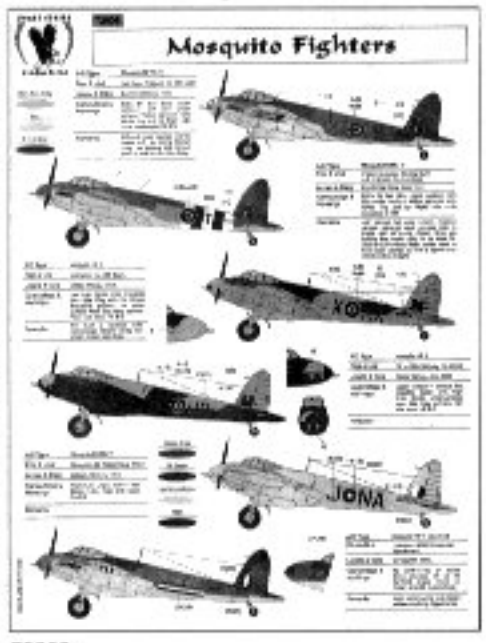
•1. Me 262B-1a/U1, W/Nr. 110305, NJG.11. This machine is RLM 82 mottle over RLM 76 with RLM 22 underneath. The wing upper surfaces are RLM 82.
•2. Me 262B-1a, 'White S' of III./EJG 2, March 1945. This machine is RLM 81/82 over 76.
•3. Me 262B-1a, W/Nr. 110494, 'White 9' of III./EJG2, Lechfeld, December 1944. This aircraft is RLM 82/83 over 76 with a mottle of RLM 82/83.
•4. Me 262B-1a/U1, W/Nr. 110635, 'Red 10' flown by Staffel Kapitan Oblt. Kurt Welter, KG(J)54 in May 1945. This aircraft is RLM 76 with a squiggle of RLM 75 over RLM 22.
•4. Me 262B, W/Nr. 118699 of III./EJG2, Lechfeld, December 1944. This machine is RLM 81/82 over 76 with a mottle of RLM 82/83.

72008 Mosquito Fighters

•1. FB Mk VI, RS625, NE•D, flown by Sqn Ldr David Pritchard of No. 143 Squadron, Banff Strike Wing, 1945. This machine is Extra Dark Sea Grey over Sky.
•2. FB Mk VI, LR347, •T, flown by Flt Lt Stanley Nunn & Fg Off Carlin, No. 248 Squadron, Banff Strike Wing, June 1944. This is in the same scheme as the previous option.
•3. NF Mk II, DD739, RX•X of No. 456 Squadron, Middle Wallop, 1943. This machine is Medium Sea Grey overall with a camouflage pattern of Dark Green on the upper surfaces.
•4. NF Mk II, DZ717, UP•O, flown by Flt Lt D.H. Blomely, No. 605 Squadron, Castle Camps, June 1943. This is Medium Sea Grey and Dark Green over black.
•5. FB Mk VI, A52-525, NA•J of 86 Attack Wing, RAAF, Labuan, Borneo, 1945. This is aluminium overall.



72007



72008

72009

32007

32008

32009

•6. FB Mk VI, G-AGGE, BOAC Norwegian detachment, 1943. This machine is most likely Ocean Grey and Dark Green over Silver, although some claim that Dark Earth and Dark Green over Silver is more suitable. Also note, that although the main illustration shows the nose armament fitted, the type had these removed as shown in the scrap view.

72009 Typhoon Intruders

•1. Mk IB, SW417, MR•X of No. 245 Squadron, August 1945.
•2. Mk IB, SW470, JB of No. 4 Squadron, 2nd TAF, Europe, 1945.
•3. Mk IB, MN819, MR•?, flown by Sqn Ldr Jack Collins, No. 245 Squadron, Holmsley South, 1944.
•4. Mk IB, SW493, DP•S, 'Betty' of No. 193 Squadron, 1945.
•5. Mk IB, RB222, TP•F of No. 198 Squadron, Battle of the Falaise Gap, August 1944.
•6. Mk IB, RB248, ZH•B, No. 266 Squadron, Hildeshein, late 1945.

Each of these machines is Ocean Grey and Dark Green over Medium Sea Grey, with option 3 and 5 having invasion stripes applied.

1/32nd Scale

32007 Korean Sabre Aces F-86E/F

•1. F-86F-1, S/No. 12910, flown by Capt. Joseph McConell, 51st FIW, Suwon, Korea, 1953.
•2. F-86E-10, S/No. 12834, flown by Capt. Clifford Jolley, 4th FIG, Kimpo, Korea, 1952.
•3. F-86E-10, S/No. 12822, flown by Col. Royal N. Baker, 4th FIG, Kimpo, Korea, 1952.

Each of these aircraft is bare metal with black-edged yellow ID bands.

32008 Pacific Land-based Corsairs

•1. F4U-1A, '34', flown by Lt Jg Doris 'Chico' Freeman, Ondonga, 1943.
•2. F4U-1A, White 1, flown by Cdr. Tommy Blackburn, VF-17, Ondonga, 1943.
•3. F4U-1A, 'White 033' of VMF-217, Battle of Peleliu, 1944.
•4. F4U-1A, 'White 15', flown by Lt Jg Daniel G. Cunningham of VF-17, Bougainville, 1944.

Each of these machines is Sea Blue and Intermediate Blue over White.

32009 Hurricane Fighters

•1. Mk IIA, Z???3, XR•V flown by Chesley Petterson, No. 71 (eagle) Squadron, Summer, 1941.
•2. Mk IIA, V7608, XR•J of No. 71 (Eagle) Squadron, Summer, 1941.
•3. Mk IIC, BE500, LK•A, flown by Sqn Ldr D.G. Smallwood, No. 87 Squadron, Charmy Down, 1942.
•4. Mk IIC, HL864, LKJ•? of No. 87 Squadron, September 1942.

The first and second options are Dark Earth and Dark Green over Sky and black. Option 3 is black overall, and option 4 is Ocean Grey and Dark Green over black. Note that the final options serial is supplied in black on this sheet, while it should be Medium Sea Grey, and much smaller as shown on the instructions.

Conclusion

Each of these sheets is well produced and well printed, and it makes a change to see 1/32nd scale sheets for a change. If the subjects and scales are of interest, then each of these sheets can be highly recommended to all. Copies in the UK can be obtained from Hannants and Athena Books.

Our thanks to Eagle Strike Productions for the review samples.

DecalNewsDecalNewsDecalNewsDecalNewsDecalNews

Note: All of the items listed have recently been released and are here for our reader's information. Full reviews of each will appear in a future edition.

AeroMaster Products
1/48th

Both Part 1 and 2 of the new special booklet and decal set covering the colourful P-47s of the 405th Fighter Group.
Each booklet offers schemes for ten machines and there are three and a half decal sheets to allow you to make each. The amount of information included in each booklet will be of great interest to the aviation enthusiast as well as the modeller, so I am sure that these will soon sell out. Get your copies while you can. UK examples can be obtained from Hannants and Athena Books. Price: £20.99 (Each)

IsraDecal
1/72nd & 1/48th Scale

The most recent sheets from this manufacturer are on the IAI Kfir. The first sheet (IAF-14) offers a mass of marking for Israeli Air Force operated machine, while the second (IAF-14) covers those operated by the US Marines & Navy, Colombian, Ecuador and Sri Lanka Air Forces.
As ever, each set includes a comprehensive set of instructions (eight pages in each) and copies can be obtained in the UK from Hannants. Price: £10.95

Tally Ho!
1/72nd & 1/48th Scale

Following on from those sheets we reviewed last month, this manufacturer has just released a sheet in both scales that offers the well-known 'snake' Ju 87R-2/Trop of 6./StG 2. Also included on each sheet (72 005 & 48 003) is a Ju 87D of 207a Squadriglia, 121° Gruppo. Future releases will include the Curitss P-40L/M/N/E, C-47 Dakota, Bf 109G-6 Night Intruder and Boeing B-17.

Hi-Decal Line
1/48th Scale

An amazingly colourful sheet of markings for

Aztec

1/72nd Scale

AZT72-007 Latin Eagles I

•1. McDD Skyhawk A-4P, C-242, Grupo 5 de Caza based at Rio Gallegos AB, 23rd May, 1982.
•2. McDD Skyhawk A-4P, C-222 of Grupo 5 de Caza, based at Rio Gallegos, June 8th 1982.
•3. McDD Skyhawk A-4P, C-222 of Grupo de Caza based at Cnel Pringles AB, November, 1985.
•4. McDD Skyhawk A-4C, C-318 of Grupo 4 de Caza based at Rio Gallegos AB on the 31st May, 1982.
Options 1 & 3 are Dark Brownish Green and Dark Earth over Light Blue, while

The F-16 and F-5E options on AZT48-008

option 2 is Light Blue overall and the final option is Brown and Dirty White over Turquoise Blue.

•5. Hawker Hunter FGA.71, J-704 of Grupo No.9 Pantera Negras, Cerro Moreno, June 1976.
•6. Hawker Hunter FGA.71, J-722 of Grupo No.8, based at Cerro Moreno in March 1944.
•7. Hawker Hunter FR.71A, J-735 of Grupo No.8, Cerro Moreno, November 1994.
The first of these options is Sand and Earth over Sky Blue, whilst options 6 & 7 are Dark Sea Grey and Green over Light Grey.
•8. IAI Kfir C.7, 3046, Fuerza Aérea Colombiana.
•9. Mirage M5COAM, 3024, Fuerza Aérea Colombiana.
•10. IAI Kfir TC7, 3003, Fuerza Aérea Colombiana.

The Hornet and MiG-21 options on AZT48-008

Each of these options is Forest Green and Sea Grey over Light Grey. Price: £4.99.

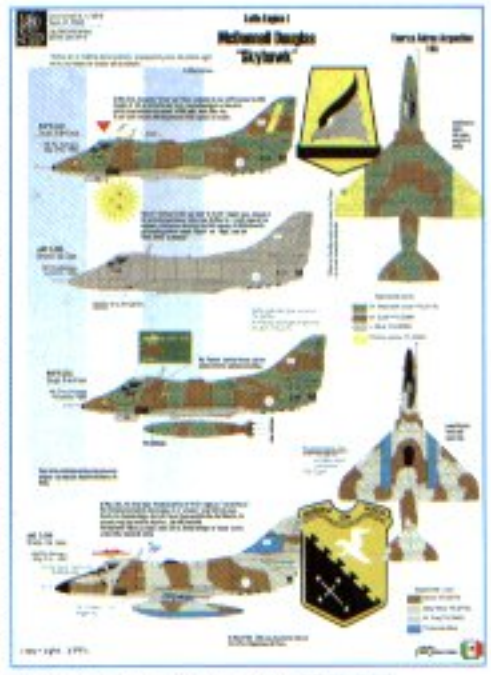
1/48th Scale

AZT48-008 Latin Eagles II

•1. F/A-18A, C15-77/21-08, Escuadrón 211, Morón AFB, December 1996. This machine is in US Aggressors colours of Sand and Brown.
•2. F/A-18A, CE15-77/21-05, Morón AFB, July 1997.
•3. EF/A-18B, CE15-05/15-74, Escuadrón 153, Zaragoza AFB, October 1996.
Both of these machines are Dark Ghost Grey over Light Ghost Grey.
•4. MiG-21MF, 665 of the Fuerza Aérea

The Hunter and Kfir options on AZT72-007

Revolucionaria (FAR) based at San Antonio de los Baños, 1993. This machine is Forest Green and Turquoise Blue over Light Grey.
•5. F-16A, 1041, Fuerza Aérea Venezolana (FAV), Escuadrón 161,'El Libertador' AFB, Maracay, October 1996.
•6. F-16B, 2337, FAV, Escuadrón 162,'El Libertador' AFB, Maracay, October 1996.
Both of these machines are SAC Dark Green, Pale Green and Pink Sand over Light Grey.
•7. F-5E, FAB 4875, Força Aerea Brasileira (FAB), Escuadão Pampa, 1º/14º Grupo de Aviaçao, Canoas AFB, Rio Grande do Sul, January 1989. This



The four Skyhawk options on AZT72-007

machine is Blue and Light Ghost Grey over Air Superiority Grey.

Price: £4.99.

Conclusion

The quality of the decals and colour instructions make these both sheets that we can highly recommend to all. The sheets do not include all the small stencilling for the chosen subjects, but the subject matter alone makes them well worth having. UK buyers can purchase copies of these sheets from Hannants.

Our thanks to Aztec for the review samples.

RAFDEC

1/72nd Scale

Two new sheets of serials have been produced by this manufacturer, and they both offer the yellow-edged red codes of No. 5 Group Lancasters. Two types are available, as follows:
•RF7203 48in Codes
•RF7204 36in Codes

These sheets are also suitable for No. 166 Squadron machines, which were seen carrying them towards the end of the war.

Each sheet offers between eighty and

RF7203

140 characters, so are very good value. The retail price of these sheets is £3.50 (RF7203) and £4.40 (RF7204) plus P&P from the manufacturer.

Conclusion

The decals have been printed by the Fantasy Printshop, so the quality is assured. The number of codes included make each sheet a real must for all Bomber Command fans who work in this scale.

Our thanks to RAFDEC for the review samples.

RF7204

the Sukhoi Su-17 M4 Fitter K (48-011). It includes markings for six machines, one of which has a sharksmouth.
UK examples can be obtained from Hannants.

Airways Graphics International

1/72nd

In this scale there is a new sheet for the Caravelle III in SAS markings (AGA7-013). In the military decal series is a sheet for an F-84G operated by the Thunderbird display team for the 1953 & 1954 seasons.

1/144th Scale

In this scale there are new sheets for the Boeing 757-200 in American Airlines colours (AGA4-145) when the type was used to celebrate the 40th Anniversary of a non-stop transcontinental service (£7.00).
Also available is a sheet for a Boeing 757-200 in Eastern Airlines colours (AGA4-146).
Price: £7.00

FCM Decals

1/144th Scale

In this scale there is a sheet (144 01) offering markings for a BA Boeing 737-200, TAM and Portugália operated Fokker F-100s.

1/72nd Scale

In this scale there is a sheet (72 01) dealing with Latin American Air Forces. The sheet offers markings for a Wessex 60 (Uruguay), Mirage 2000 P (Peru), A-4C Skyhawk (Argentina), Kfir C2 (Colombia), F-16A (Venezuela), Jaguar Mk I (Ecuador), Hunter FGA.9 (Chile) and a Mil Mi-24D (Nicaragua).

1/48th Scale

In this scale, a new sheet (48-10) dealing with Brazilian Air Force operated machines has been released. This covers the T-28 Trojan, P-40M, UH-1H, CM 170 Super Magister, Sikorsky S-55 and the T-37C.

Examples in the UK can be obtained from Hannants.

Skyline Decals

1/200th Scale

In this scale there is a new sheet for the Boeing 737-300 operated by Western Pacific and amazingly marked with a large eagle for Colorado Tech (SKY200-36).

1/144th Scale

Available in this scale is the Western Pacfic Boeing 737-300 (SKY144-36) that was mentioned above. The other sheet in this scale is the Lockheed L-749A/C-121A Constellation

AeroMaster Products

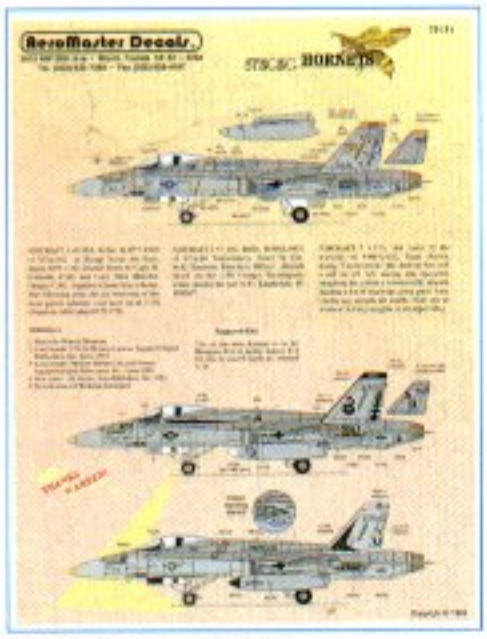
72-170 Thunderjets over Korea Pt.II

1/72nd Scale

72-170 Thunderjets over Korea Pt.II

•1. F-84G, #51-10454, 'Four Queens/OLiE', flown by Col. Joe Davis Jr of the 58th Fighter Bomber Group (FBG) based at Taegu in the Summer of 1953.
•2. F-84G, #52-3197, 'Cynthia VI' of the 8th Fighter Bomber Squadron (FBS), 49th FBG, Misawa, Japan in the Summer of 1955.
•3. F-84G, #49-2360, 'Miss Jacque/Kay Allen' flown by Lt. R.Lee of the 182nd FBS, 136th FBG in March 1952.

Each of these machines is bare metal with Olive Drab anti-dazzle panels.
Price: £6.99



72-171 Stinging Hornets Pt.I

72-171 Stinging Hornets Pt.I

•1. F-18A, BuNo. 163777, '3--' of VFA-192, Atsugi Naval Air Base, Japan, 1955.
•2. F-18C, BuNo. 163462, '402' of VFA-86 Sidewinders, flown by Cdr. W.R. Sizemore on USS George Washington.
•3. F-18A of VMFA-451 from Saudi Arabia during 'Desert Storm'.

Each of these is Dark Ghost Grey over Light Ghost Grey.

72-172 Stinging Hornets Pt.II

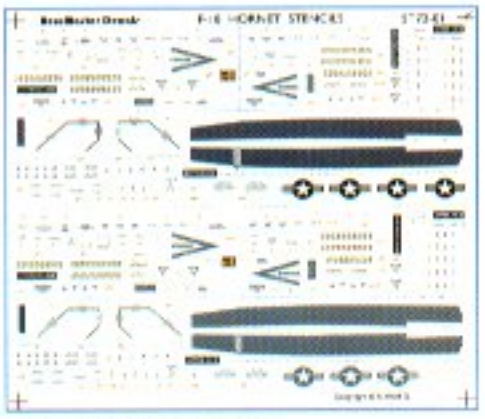
72-172 Stinging Hornets Pt.II

•1. F-18C, BuNo. 163446, '400' of VFA-86 Sidewinders and flown by Capt. Stufflebeem on USS Washington.
•2. F/A-18A, BuNo. 161976, '2-3' of VF-132 Privateers operating from USS Coral Sea in 1989.
•3. F/A-18C, BuNo. 163777, '300' of VFA-192 Golden Dragons.

72-173 Stinging Hornets Pt.III

72-173 Stinging Hornets Pt.III

•1. F/A-18C, BuNo. 164006 of VFA-27 Royal Maces flown by Capt. Mauldin on USS Independence.
•2. F-18C, BuNo. 165200, '300' of VFA-82 Marauders flown by Cdr. J. Stufflebeem on USS George Washington.
•3. F-18C, BuNo. 164891, '201' of VFMA-251 Thunderbolts flown by Capt. T.C. Raynor and W.H. Swan on USS Washington.



ST72-01 F-18 Hornet Stencils

ST72-01 F-18 Hornet Stencils

Having just released three sheets of decals for the F-18, it should come as no surprise to find that this sheet of stencilling has been produced. The sheet includes sufficient stencils for two complete aircraft.

48-439 Sea Hurricanes at War Part I

1/48th Scale

48-439 Sea Hurricanes at War Part I

•1. Hurricane Mk IA, Z4867, LU•Y of No. 9 Group and used abroad a CAM ship.
•2. Sea Hurricane Mk IIB, AP966, 7•F of No. 880 Squadron abroad HMS Indomitable in June 1942.
•3. Sea Hurricane Mk IB, V7077, 7•H of No. 801 Squadron, HMS Victoria, 1942 and flown by Sub-Lt. Hutton. This machine carries the yellow markings for Operation Pedestal.
•4. Sea Hurricane Mk IIC, NF694, •U of No. 824 Squadron, HMS Striker in June 1944.
•5. Sea Hurricane MK IIC, NF672, No. 835 Squadron, HMS Vindex, March 1944.

All of these options are Extra Dark Sea Grey and Dark Slate Grey over Sky, although option 3 has Sky Grey under surfaces and fuselage sides.

48-440 Sea Hurricanes at War Part II

48-440 Sea Hurricanes at War Part II

•1. Sea Hurricane Mk XII, JS310 of No. 800 Squadron, HMS Biter in November 1942.
•2. Sea Hurricane Mk IB, P5206, 7•C of No. 800 Squadron, HMS Indomitable, August 1942, flown by Sub-Lt. A.J. Thompson during Operation Pedestal.
•3. Sea Hurricane Mk I, P3114, •M of RNAS Gosport, December 1940.
•4. Sea Hurricane Mk IIC, NF728 of No. 760 Squadron, HMS Ravager, October 1944.
•5. Sea Hurricane Mk IIC, NF668, •G, No. 825 Squadron, HMS Vindex, March 1944.

All of these options are Extra Dark Sea Grey and Dark Slate Grey over Sky, although option 3 has Sky Grey under surfaces and fuselage sides.

48-441 Supermarine Seafires Pt.I

DecalNewsDecalNewsDecalNewsDecalNews

of Military Air Transport Service (SKY144-56).

Astra Decals
1/72nd Scale

The MAT L-749A/C-121A Constellation offered in the Skyline Decal range, as noted above, is available within this range in this scale (ASD7206).

Max Decals
1/144th

The latest sheet in this scale is entitled Aer Lingus Commuter (4401) and covers the Short 330, 360, Saab 340, Fokker 50, BAe 146-200 and 146-300. Price: £6.50.

1/72nd Scale

In this scale there is a new sheet (7204) entitled International Alouette IIs. This sheet offers markings for Alouettes operated by Argentina, The Netherlands, Pakistan, Nepal, Malta, Switzerland, Indian, Denmark, Romanian, as well as the Irish Air Corps and the Greek Navy.
It also includes an 'Irish Air Corps Update' with markings for the Beoplan Gulfstream GIV and additional markings for the Cessna 172, Dauphin, Chipmunk and Alouette. Examples are obtainable in the UK from Aeroclub and Hannants. Price: £6.50.

Dutch Decals
1/72nd Scale

In this scale there is a new sheet offering markings for a Fokker T-VIIIw and a CW-21B of the RNethEastIndiesAF (72038), which is an update to 72033. The N.A. F-86K and Hawker Hunter Mk 4 and 6 of the RNethAF (72039). The final sheet in this scale covers the Bö-105, Harvard IIB and Tiger Moth of the RNethAF and RNethNavy (72040).

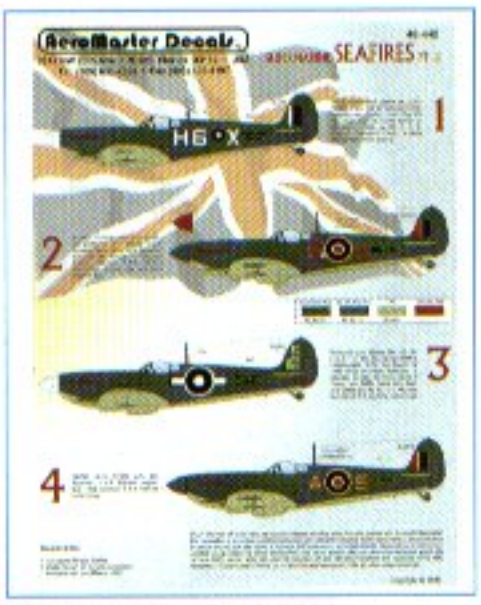
1/48th Scale

In this scale there is a new sheet offering markings for Hawker Hunter F MK 4, 6 & T Mk 7s of the RNethAF (48023). Also available is a sheet for a N.A. Harvard and a DH Tiger Moth of the RNethNavy (48024). Copies of these sheet can be obtained in the UK from Hannants and Aeroclub.

48-441 Supermarine Seafires Pt.I

•1. Seafire Mk IB, MB340 flown by Lt. Cdr Duncan Hamilton, Port Reitz, Kenya. This machine is overall Royal Blue with a white spinner and fuselage lightning strike.
•2. Seafire Mk IIC, MB189, 7•T of NO. 880 Squadron, HMS Indomitable, February 1943.
•3. Seafire Mk IB, MB345, K•, of No. 885 Squadron, HMS Formidable, February 1943.
•4. Seafire Mk IIC, MB156, 0•6G of No. 885 Squadron, HMS Formidable during Operation Torch in October 1942.

All bar the first option on this sheet are Dark Slate Grey and Extra Dark Sea Grey over Sky.



48-442 Supermarine Seafires Pt. II

48-442 Supermarine Seafires Pt. II

•1. Seafire Mk III, NN460, H•6X of No. 894 Squadron, HMS Indefatigable, Ceylon, 1944.
•2. Seafire Mk III, NN344, K•O of No. 899 Squadron, HMS Khedive, September 1944 during Operation Dragoon.
•3. Seafire Mk III, NN212, 'S112' of No. 887 Squadron on HMS Indefatigable in August 1945.
•4. Seafire Mk III, NF664, A•S of No. 879 Squadron, HMS Attacker, Aegean Sea, 1944.

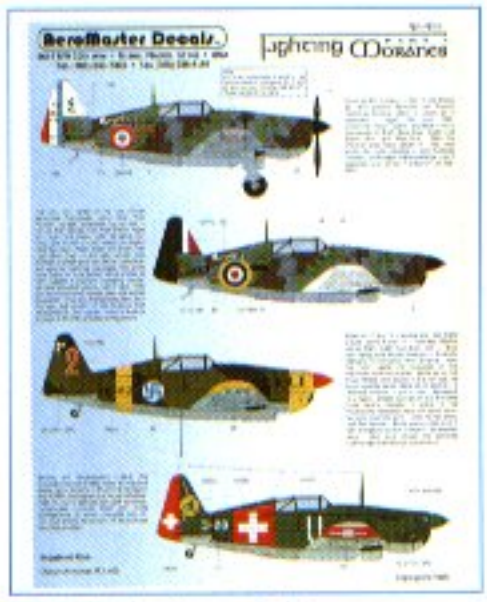
All of these options are Extra Dark Sea Grey and Dark Slate Grey over Sky.

48-443 Supermarine Seafires Pt.III

48-443 Supermarine Seafires Pt.III

•1. Seafire Mk III, NN300, D5•0 of No. 807 Squadron, HMS Hunter, Singapore 1945.
•2. Seafire Mk III, PR146 of Escadrille 54, de l'Aeronautique Navale Carrier Arromanches, Indochina, 1948.
•3. Seafire Mk III, PX932, Escadrille 1.F, de l'Aeronautique Navale Carrier Arromanches, Indochina, 1948-9.
•4. Seafire Mk IIC, either C•A or S•A flown by Maj. Al. Wright, No. 809 Squadron, HMS Stalker (or Unicorn), Italy, 1943.

Option 1 is aluminium overall, while option 2 is Extra Dark Sea Grey over Sky. The remaining two options are Extra Dark Sea Grey and Dark Slate Grey over Sky.



48-454 Fighting Moranes Part 1

48-454 Fighting Moranes Part 1

•1. MS.406, No. 826 of A/C Coudray, GC I/7, Armée de l'Air.
•2. MS.406, AX674 of the Free French Flight No.1, Haifa, 1940.
•3. MS.406, MS-622 of TLeLv 14 flown by 2nd Flight Leader Martti Malima.
•4. MS. D-3800, J-20 of FLKp.4.

48-454 Fighting Moranes Part 2

48-454 Fighting Moranes Part 2

•1. MS.406, No. 1019. 'Le Pirate' flown by General Pinsard in November 1939.
•2. MS.406, No. 749 of GC I/7 flown by A/C Georges Amarger, Syria, June 1940.
•3. MS.406, No. 341 of EC 2/956 flown by Lt Hutter, French Indochina, late 1941.
•4. MS.406 of GC III/6 and flown by Pierre LeGloan in November 1939.
•5. MS.406, No. 871 of Patrouilles de Défence Aérienne du Territoire, Avord, 1940.
•6. MS.406, TP+ZM of JG 103, Chatearoux, France.
•7. MS.406, 2305, Croatian Air Force.
•8. MS.406, 2308, Croatian Air Force.

48-456 Birth of the Luftwaffe Part 1

•1. Bf 109B-2, 'Red 3' of JG 132 Richthofen.
•2. Bf 109D-1 of JG 132 Richthofen.
•3. Bf 109C-1, 'White 10' of JG 130.
•4. He 51B-1, 'White 7' of JG 135.
•5. He 51B-1, 'White 4' of 2/JG 137.

Option 1, 2 & 3 are RLM 70/71 over 65, while option 4 & 5 are RLM 63 overall. Price: £6.99.

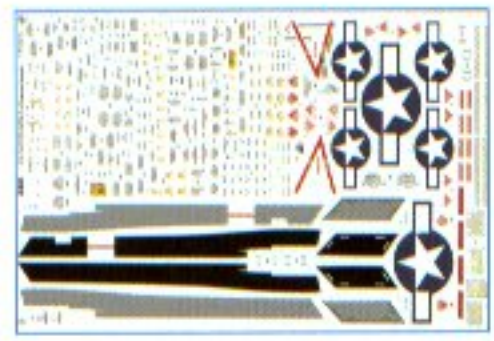
48-456 Birth of the Luftwaffe Part 1

48-459 Spanish Civil War Part 2

48-459 Spanish Civil War Part 2

•1. Bf 109D, 6•79, 'Luchs' flown by Werner Mölders.
•2. Bf 109E-1, 6•119 of 1/J.88.
•3. Bf 109B-2, 6•30, based at Leon.
•4. He 51, 2•98, of 3/J.88.
•5. He 51, 2•78 of 3.J/88 flown by Staffelkapitän Adolph Galland.

Options 1 & 2 are RLM 63 over 65, while options 3&4 are RLM 62/63 over 65, and option 5 is RLM 61/62 over 65. Price: £6.99.



148-027 US Navy/Marine F-4 Phantom Stencils

148-027 US Navy/Marine F-4 Phantom Stencils

This sheet offers one complete set of stencils for a Phantom, although options for F4H-1, F-4B and F-4J are offered.

Conclusion

Each of these sheets is up to the usual high standards and can be highly recommended to all. Examples in the UK can be obtained from Hannants & Athena Books.

Our thanks to AeroMaster Products for the review samples.

AVAILABLE IN GOOD MODEL SHOPS

WW I AIRCRAFT KITS

RM/Q7206	DH-9a 2-seat Bomber	1:72	£5.95
UTK120	Aviatik (Berg) D.I	1:72	£4.99

HC1702	Fokker Dr.I Triplane	1:28	£9.99
UTK117	Hansa Brandenberg D.I	1:72	£4.75
RM/C3103	Morane G Monoplane	1:48	£9.95
UTK124	Nieuport 16c	1:72	£3.99
HC1685	Sopwith F.1 Camel	1:32	£9.99
SR/040	Sopwith Triplane & Albatros D.III Dog Fight	1:48	£9.95
UTK139	Sopwith 1½ Strutter 1-seat Bomber	1:72	£4.99

MANY MORE WW I KITS AVAILABLE - send large sae for lists

WW II AIRCRAFT KITS

LIC4802	Yak-7B WWII Soviet Fighter NEW	1:48	£9.99
RM/Q7212	Boeing 307 Stratoliner/C-75 (short run)	1:72	£17.95
RK72194	Bristol Beaufighter (ex FROG)	1:72	£6.95
HC1525	F4U-1 "Birdcage" Corsair	1:48	£9.99
HC1441	F8F-1B French Bearcat	1:48	£9.99
HC1533	Hurricane Mk. IID "Desert Rat"	1:48	£8.99

HC1531	Hawker Sea Fury "Korean War"	1:48	£8.99
UTK101	Il-2M3 Stormovik	1:72	£4.99
HC1539	Me Bf.109K-4 "Last of the Last"	1:48	£8.99
TT7025	Me 163 Komet	1:48	£7.99
JA4801	MIG-3 Soviet Fighter	1:48	£9.95
EM2001	MIG-3 Soviet Fighter	1:72	£2.99
HC1462	P-40 RAF Tomahawk Mk. II	1:48	£9.99
UTK113	P-63C Kingcobra	1:72	£4.99
JA7203	Polikarpov I-17 (1937)	1:72	£5.49
RK72197	Spitfire Mk. IX (ex FROG)	1:72	£5.95
EM2003	Yak-3 Soviet Fighter	1:72	£2.99
LIC4804	Yak-7UTI WWII Soviet Fighter NEW	1:48	£9.99

MANY MORE WW II KITS AVAILABLE - send large sae for lists

POST WW II AIRCRAFT KITS

TT4003	B-2 Stealth Bomber	1:72	£27.95
HC1332	Avro CF-105 Arrow	1:72	£9.75
HC1260	B-58 Hustler "1st Supersonic"	1:144	£8.99
HC1354	DHC-U1 Otter w/wheels & floats	1:72	£7.99
HC1343	DHC-4 Caribou USAAF	1:72	£17.95
HC1356	F2H-3/4 US Navy "Banshee"	1:72	£7.99
HC1531	F-117A Nighthawk Stealth	1:48	£13.99
HC1373	F-89C Scorpian Night Fighter	1:72	£7.99
EM1001	FJ-4B Fury US Navy	1:72	£3.99
KP101	MIG-21 MF	1:48	£11.95
UTK100	Sea Venom FAW Mk. 21/53	1:72	£3.99
UA7213	Sukhoi Su-26M Sport/Aerobatic	1:72	£6.95
HC1131	Boeing 747 "Air Canada"	1:200	£7.99
UCM7204	ZB-157 6x6 Soviet Airfield Refueller	1:72	£4.99
UIC72101	Modern Soviet Air Armament NEW	1:72	£3.75

MANY MORE KITS AVAILABLE
Send large sae for lists

HELICOPTERS

HC2301	CH-113 Labrador	1:72	£7.49
HC2451	AH-64 Apache "Persian Gulf"	1:48	£7.99
HC2302	H-21C Workhorse	1:72	£7.49
HM8500	Flettner Fl 282 Kolibri (1940)	1:48	£17.95
KP34	Mil Mi-4	1:72	£5.95
TT7205	Kaman H-43B Huskie	1:32	£8.99
UA7218	Kamov Ka-60 (1988)	1:72	£14.95

Over 100 different HOBBYCRAFT kits available
Send £2 loose stamps for catalogue inc. 1999 update

For free lists state interest & send large sae to
POCKETBOND LTD (Dept SAM/A/10/99)
PO BOX 80, WELWYN, HERTS, AL6 0ND
Trade enquiries only on tel: 01707 391509 Fax 01707 327466

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Final Connections

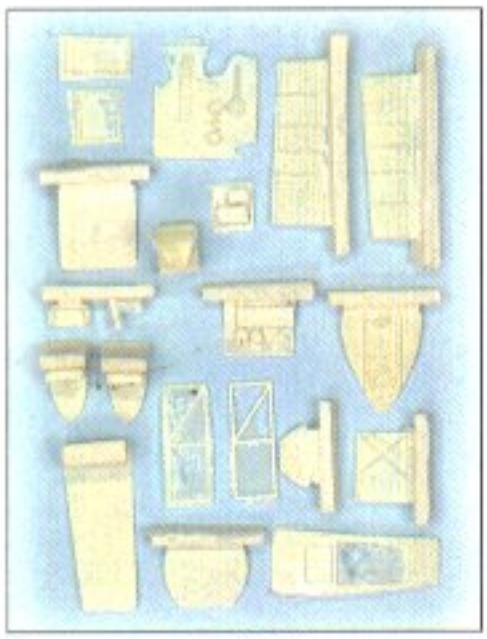
1/48th Scale

Subject: Westland Lysander
Scale: 1/48th **Product No.**: 48-008
Type: Cockpit Detail Set
Designed for: Italeri/Testors/Hawk kit
Parts: Resin 23 **Price**: $15.00

This set was released at the recent IPMS(USA) National Convention and the example we have for review does not include the production instructions.

The old Hawk kit of the Lysander is the only one that has ever been produced in 1/48th scale, so this set deals with the somewhat sparse interior. It offers sidewalls, upper decking, bulkheads, pilot's seat, rear gunner/radio operator's seat, instrument panel, rudder pedals and control column. The central framework between the crew members is also included, as is the inner decking for the sliding portion of the rear canopy.

The level of detail on the pieces is very good, with even the detail at the rear of the instrument panel included. Some of the resin components in this early example were a little deformed, but nothing that could not be corrected with a little reworking in hot water.



The resin components of 48-008

Conclusion

This set will allow the more advanced modeller to upgrade the old Hawk kit to a far more acceptable level, and can therefore be recommended to all.

Our thanks to Final Connections for the review sample

Teknics

1/32nd Scale

Subject: GRU-7A Ejection Seats
Scale: 1/32nd
Product No.: TK32001 Type: Accessory
Designed for: Tamiya kit
Parts: Resin 2, Etched 24 **Price**: $TBA

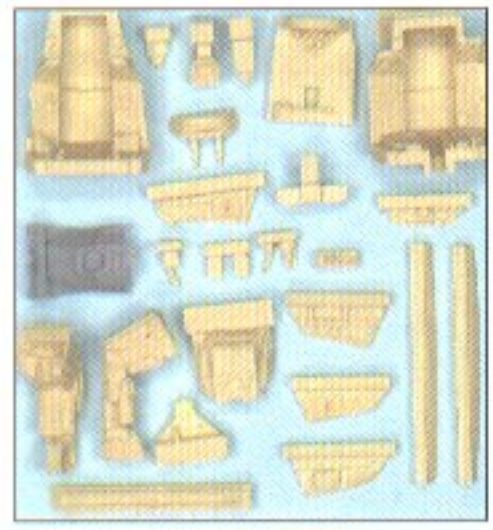
This set offers two beautifully detailed ejection seats for the F-14. The seat harness is not moulded onto each seat, instead you get all the brackets and buckles to make up these yourself. All you will need is a suitable material to make the belts themselves, but this will allow you to ensure that the belts are not identical.

The excellent resin ejection seats in TK32001

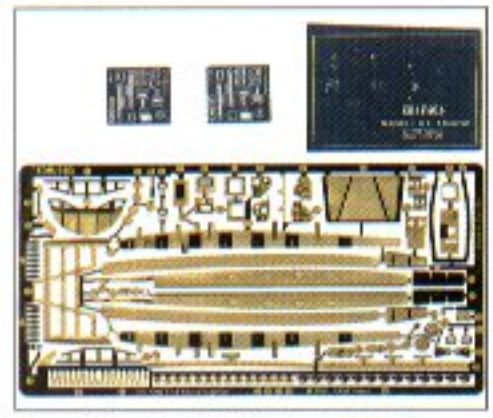
Subject: Grumman F-14A Tomcat
Scale: 1/32nd
Product No.: TK32002 **Type**: Cockpit Detail Set
Designed for: Tamiya kit
Parts: Resin 35, Etched 136, Acetate 13
Price: STBA

This set will totally upgrade the interior of the Tamiya kit, and it includes both of the ejection seats reviewed above. The other resin components include two beautifully detailed 'tubs' into which go the instrument panel, control column etc. The sidewalls are detailed with resin panels and there are bulkheads, canopy sills and rear canopy decking. Etched details include the overlay for the instrument panel (under which goes the acetate films), rudder pedals, canopy sill locks and rear view mirrors.

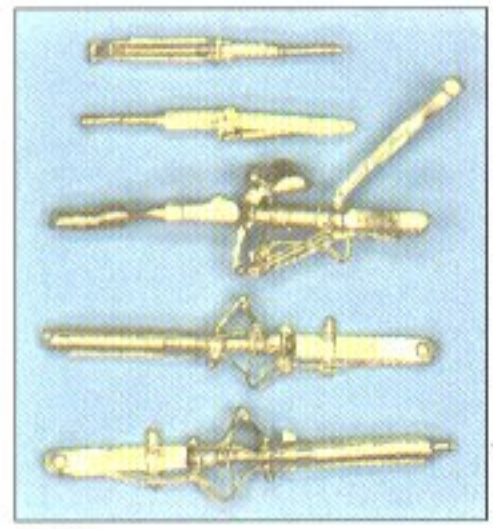
If you have a Tamiya kit in the loft,



The resin components from TK32002



The etched and acetate film from TK32002



TK48050

then this set can be highly recommended as the level of detail offered has to be seen to be fully appreciated.

1/48th Scale

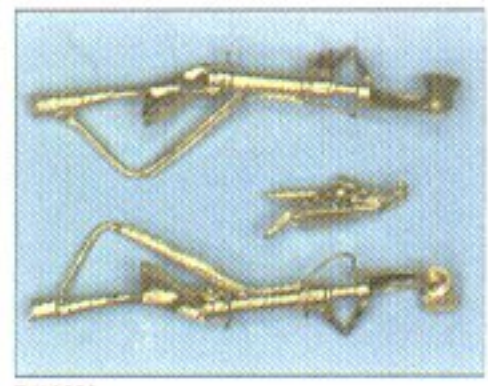
Subject: Republic F-105D/F/G
Scale: 1/48th
Product No.: TK48050 **Type**: Accessory
Designed for: Monogram kit
Parts: Brass 5 **Price**: $19.95

This is another of the cast brass replacement undercarriage units from Teknics. The level of detail on each new leg is extremely good, and the finesse allowed by the use of brass does mean that they include fine hydraulic lines etc.

TK48053

Subject: North American P-51D Mustang
Scale: 1/48th
Product No.: TK48053
Type: Accessory
Designed for: Tamiya/Monogram kit
Parts: Brass 3
Price: $12.95 (£12.95)

Once again this set offers new main and tail wheel undercarriage legs that have



TK48070

been cast in brass. The torque links and hydraulic lines are included, and are finely cast.

Subject: Grumman F8F Bearcat
Scale: 1/48th
Product No.: TK48070
Type: Accessory
Designed for: Testors/Hobbycraft kit
Parts: Brass 3
Price: $12.95 (£12.95)

This final set of cast brass undercarriage legs can be used on either kit, although most will opt for the Hobbycraft examples. The main legs have the hydraulic lines included and the tailwheel yoke is nice and fine with drilled supports.

Our thanks to Teknics for the review samples

AccessoryNews

Note: All of the items listed have recently been released and are here for our reader's information. Full reviews of each will appear in a future edition.

Aires
1/72nd Scale
7038 - Beaufighter Cockpit Set (£3.45)
1/48th Scale
4033 - Daimler Benz DB 601E/N (£5.60)
4036 - Daimler Benz DB 605A/B (£5.60)
4052 - Junkers Ju 88A-4 Cockpit Set (£8.55)
4057 - Messerschmitt Bf 110G (£8.55)
4058 - Grumman F4F-4 Wildcat (£21.50)
4064 - F4U-1 Corsair Cockpit Set (£5.60)
4067 - Messerschmitt Bf 109E-3/4 Cockpit Set (£5.60)
4069 - Packard Merlin V-1650 (£5.60)
4073 - F4U Corsair Wheel Bays (£3.45)
Sample via: LSA Models (incorporating Four Plus UK)

Verlinden
1/72nd Scale
1451 - P-40N Update Set (£9.95)
1454 - Bell P-39N/Q Detail Set (£14.95)
1/48th Scale
1418 - Stealth Fighter Update
1427 - US Air Force Bomb Loader
1465 - Sea Mosquito Conversion (£18.75)
1/32nd Scale
1406 - F-4D Phantom II Detail Set
1435 - F6F-5/3 Hellcat Cockpit & Gun Bay Detail Set
Sample via: Historex Agents.

Eduard
1/72nd Scale
7701 - Perforated Steel Plates Model Display Base (£2.50)
1/48th Scale
8801 - Perforated Steel Plates Model Display Base (£2.50)
Sample via: Eduard M.A..

Black Box
1/48th Scale
48001 - A-6E Intruder Cockpit Set
Sample via: V.M.D.

Lone Star Models
1/32nd Scale
F6F-3 Hellcat Cockpit Set ($13.00)
Messerschmitt Bf 109B/C/D Conversion ($40.00)
1/48th Scale

Cutting Edge

1/32nd Scale

Subject: McDD F-4E (Hard Wing)
Scale: 1/32nd
Product No.: CEC32023
Type: Conversion Set
Designed for: Tamiya kit
Parts: Resin 18, Clear 2, Acetate 13
Price: $TBA

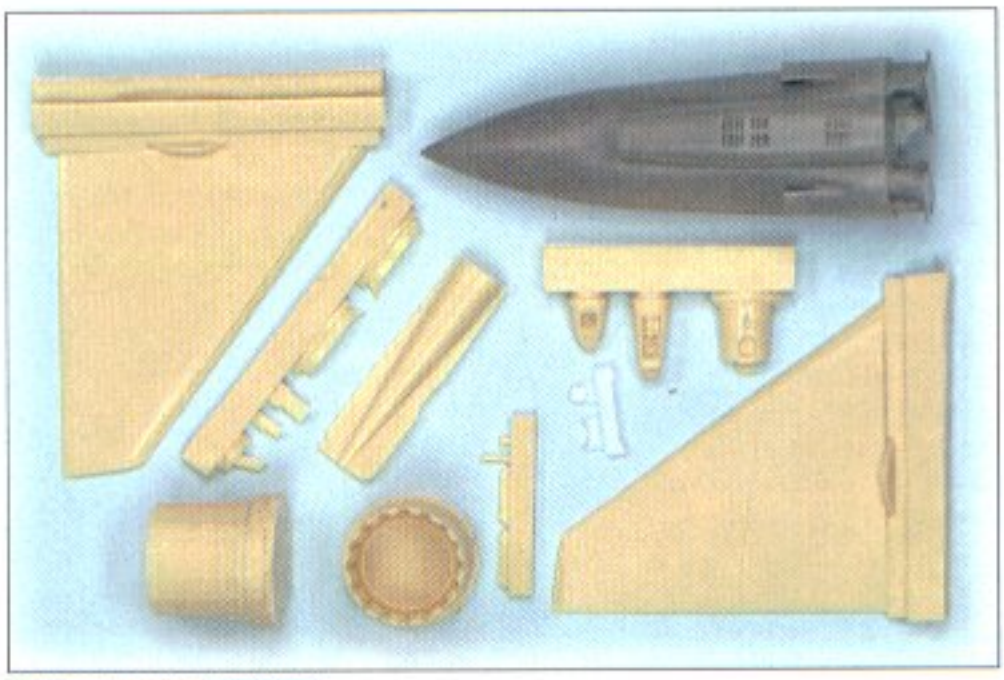
This conversion is designed for use with the Tamiya F-4C/D kit, and will allow you to make an accurate F-4E. The set is best used with the Tamiya C/D kit, as the F-4J does not have an accurate interior for the Vietnam versions. The set also allows you to make the JASDF F-4EJ.

The set comprises slotted stabilisers, J29 exhaust nozzle, nose door, early and late (Midas 4) gun muzzles, nose wheel door, TACAN antenna, air sensor, angle of attack probe and COMBAT SKYSPOT antenna. The biggest bit in the set however is the entire nose.

Some surgery will be required on the Tamiya kit, with an area of the nose and rear fuselage needing to be removed. Each of these areas is well illustrated in the set's instructions.

Conclusion

What can I say other than this is another excellent product from Cutting Edge. The level of detail is outstanding and has been beautifully executed. The new resin nose has been made in the dark grey resin that Cutting Edge use because of its extra strength, but in this set it is justified by its greater weight. No need for any extra weight in the nose of your kit with this set! Our thanks to Cutting Edge for the review sample

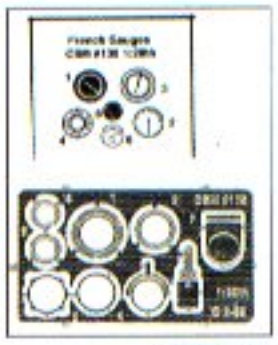


All the components of CEC32023

Copper State Models

1/28th Scale

Subject: SPAD
Scale: 1/28th
Product No.: CSM #133
Type: Detail Set
Designed for: Revell kit
Parts: Etched 38
Price: $8.99



CSM #135 (French Gauge Set)

This set comprises the starboard and port engine cover, tail skid access panel, oil cooler panel, cabane rigging brackets, exhaust stand-off bracket, pilot step exhaust plate, machine gun spent cartridge chutes, lifting straps, rudder control, wing control horns, instrument panel made up from two pieces, throttle quadrant, shoulder straps, lap straps, seat belt adjusters and a number of handles for the instrument panel.

Subject: French Gauge Set **Scale**: 1/28th
Product No.: CSM #135 **Type**: Detail Set
Designed for: N/A **Parts**: Etched 8, Acetate 6
Price: $7.99

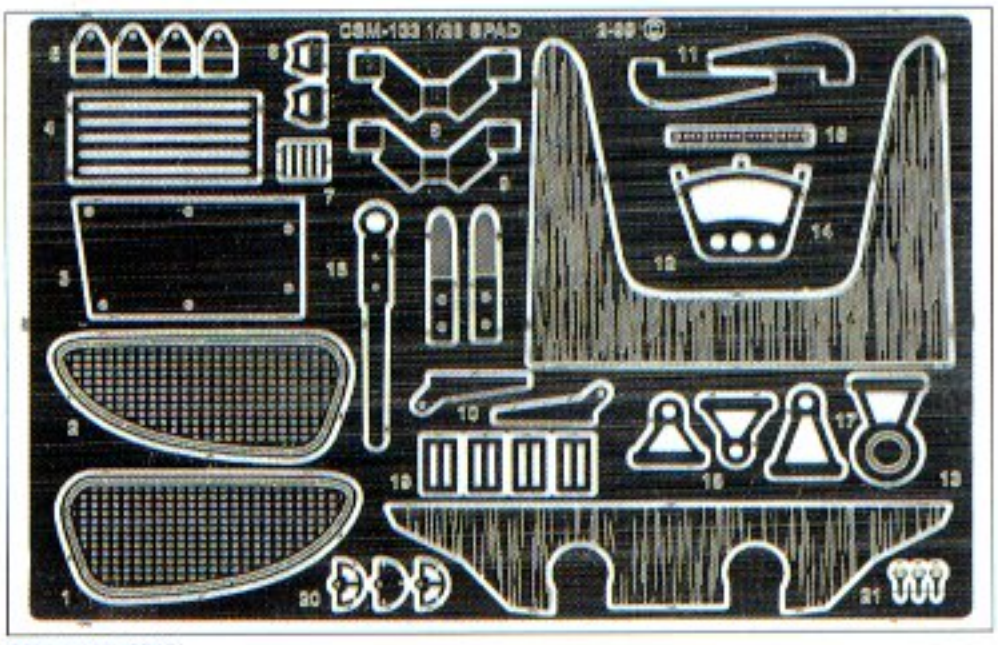
This set offers an altimeter, RPM indicator, airspeed indicator, compass, air pressure gauge and a fuel contents gauge. Each one of these comprises an etched bezel and the acetate backing film.

This set is also available in 1/32nd (CSM #136) or 1/48th (CSM #144) scale at $6.99 each.

Conclusion

Each of these sets is up to the usual high quality we have come to expect from Copper State and I am sure that they will be of great assistance to any modeller working on WWI subjects in these scales.

Our thanks to Copper State Models for the review samples.



CSM #133 (SPAD)

Lone Star Models

1/32nd Scale

Subject: Chance Vought F4U-1 Corsair
Scale: 1/32nd
Product No.: N/K
Type: Cockpit Detail Set
Designed for: Revell kit
Parts: Resin 19, White Metal 1
Price: $20.00

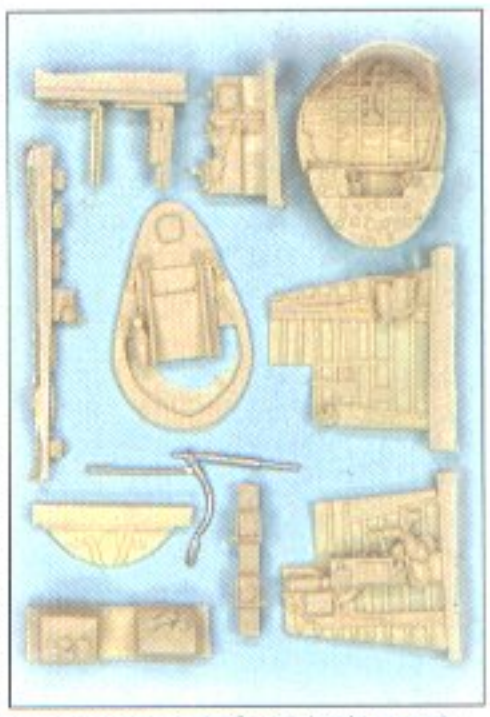
This interior set comprises the instrument panel and floor, rear seat support bulkhead, rudder pedals, left and right sidewalls, left console, seat, control column support, throttle quadrant, gunsight, electric switchbox, rocket switchbox and the exhaust stacks. The single white metal component is the control column.

The level of detail on all of these parts is most impressive, and there are nice touches like the pilot's helmet hanging on the right sidewall. Some cleaning up will be required around the wire harnesses etc, but there were no air bubbles present on any of the pieces in the set we had.

Conclusion

An excellent upgrade to the old Revell kit and one which can be recommended to all.

Our thanks to Lone Star Models for the review sample.



The components in the Corsair interior upgrade

Grumman XF5F-1 Skyrocket Cockpit Set ($11.00)
Mitsubishi Ki-46III Cockpit Set ($17.00)
Sample via: Lone Star Models.

Matador Models/Airfield Accessories

1/72nd Scale

AA72.24 - Albion AM463 RAF 4x2 2 Ton Crane Truck with Coles Mk I Crane
Sample via: Matador Models.

Invicta Model Accessories

1/48th Scale

F - 111F AVQ26 Pave Tac Pod
Sepecat Jaguar GR Mk 1A Cockpit Set
Sample via: Beaneys Model Hobbies.

PART

1/72nd Scale

S72-088 F4U-1B Corsair Detail Set
S72-089 F4U-5N Corsair Detail Set
S72-090 Aviatik (Berg) D.I Detail Set

1/48th Scale

S48-055 Bf 109B/C/D/E Canopy Frames
S48-056 Bf 109E Canopy Frames
S48-057 Bf 109G-1/6 Canopy Frames
Sample via: Jadar Model.

Pend Oreille Model Kits

1/48th Scale

48PO-A265 - Bloch 152 Control Surfaces
48PO-A81 - Spitfire Mk I/V Control Surfaces
Sample via: POMK.

Pavla

This firm has released a huge new range of resin detail products as follows;

1/72nd Scale

7201 - MiG-15 Interior (£3.75)
7202 - Su-25 Interior (£3.75)
7203 - MiG-21MF Interior (£3.75)
7204 - MiG-29A Interior (£3.75)
7205 - Kamov Ka-50 Interior (£4.50)
7206 - Su-34 Interior (£4.50)
7207 - Su-22 Interior (£4.50)
7208 - Su-24 Interior (£4.50)
7209 - Su-27 Interior (£4.50)
7210 - Mil Mi-24 Interior (£6.00)
7211 - MiG-15UTI Interior (£4.50)
7213 - Mil Mi-24D (£3.75)
7214 - Bell P-39Q (£4.50)
7215 - Grumman F6F Hellcat Interior (£4.50)
7216 - MiG-19S (£3.75)
7219 - Jaguar GR Mk 1 (£3.75)
7220 - F-14 Tomcat Interior (£4.50)
S7201 - MB Mk 7 Ejection Seat
S7202 - KK-2 Ejection Seat
S7203 - GRU-7 Ejection Seat
S7204 - MB Mk 4 Ejection Seat
S7205 - KKS-3/4 Ejection Seat
S7206 - Escapac IIC Ejection Seat
S7207 - KK-1 Ejection Seat
S7208 - K-36M Ejection Seat
S7209 - SJU-7 Ejection Seat
S7210 - KM-1 Ejection Seat
S7211 - MB Mk 10A Ejection Seat Continued...

PART

1/72nd Scale

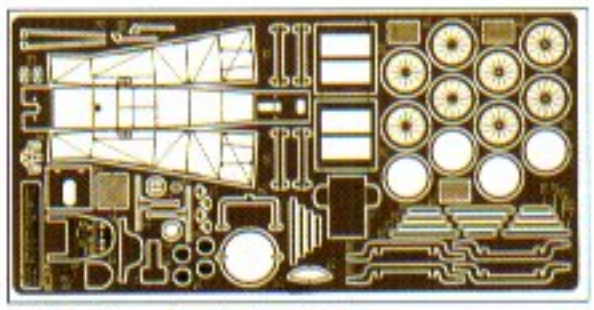
Subject: RWD-8 pws
Scale: 1/72nd
Product No.: S72-086 **Type**: Detail Set
Designed for: PZW Siedice kit
Parts: Etched 51, Acetate 7 **Price**: £TBA

This small fret offers a framework for the cockpit interior into which are fitted the new seats (and harness), instrument panel (with acetate backing film) and rudder pedals. Externally there are new wheel hubs, various access panels, control column horns, flap hinges, grab handles and acetate films to replace the windscreens for each crew position.

S72-086 (RWD-8 pws)

Subject: Hansa Brandenberg W.29
Scale: 1/72nd
Product No.: S72-087 **Type**: Detail Set
Designed for: Toko kit
Parts: Etched 32, Acetate 2 **Price**: £TBA

A completely new etched framework for the



S72-087 (Hansa Brandenberg W.29)

interior is offered in this set, along with the instrument panel (with acetate backing film), control column and crew seat. Externally you get a new matrix for the radiator, a replacement gun ring, control linkage for the rudder and perforated jackets for each machine gun. The final item is the beaching trolley, which is made entirely out of etched brass.

1/48th Scale

Subject: Messerschmitt Bf 109B/C/D/E
Scale: 1/48th
Product No.: S48-055 **Type**: Detail Set
Designed for: Hobbycraft kit
Parts: Etched 19 **Price**: £TBA

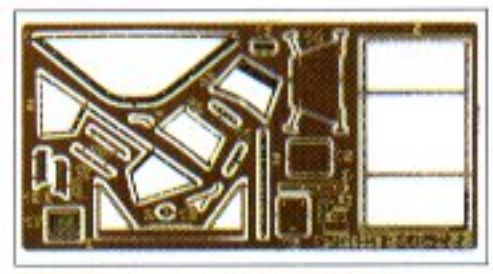
This set makes up the framework of the canopy suitable for all the early versions of the Bf 109 canopy. This sounds a funny idea, but actually it will work, if you have the skill and commitment to make it! Also included is the head armour for the interior of the hinged section. The final item is the armoured glass surround for the E-1/3/8 versions.

Basic Series

PART have also launched a new set of 'basic' sets that just offer the interior details for each subject. This series will be available in both 1/72nd and 1/48th scales, and they will be identifiable by the 'M' prefix before the product number.

1/72nd Scale

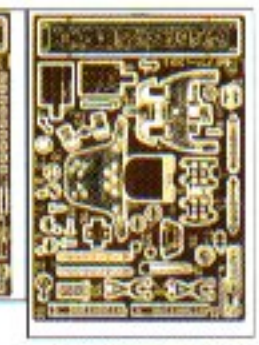
Subject: Mitsubishi A6M5c Zero
Scale: 1/72nd
Product No.: M72-001 **Type**: Cockpit Detail Set
Designed for: Academy kit
Parts: Etched 38, Acetate 6 **Price**: £TBA



S48-055 (Messerschmitt Bf 109B/C/D/E)

As you would expect in a cockpit set, this one offers a new instrument panel with acetate backing film, seat and harness, rudder pedals, throttle box, a mass of sidewall details and, finally, the compression links for each main oleo leg.

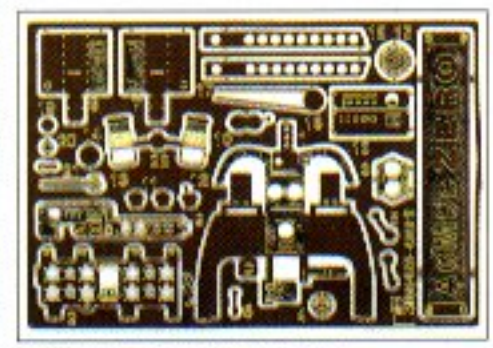
M72-002 (Yak-1M)



M72-001 (Mitsubishi A6M5c Zero)

Subject: Yak-1M
Scale: 1/72nd
Product No.: M72-002 **Type**: Cockpit Detail Set
Designed for: ZTS Plastyk kit
Parts: Etched 56, Acetate 3 **Price**: £TBA

In this set you get the instrument panel with acetate backing film, pilot's seat and harness, both side consoles with control levers, rudder pedals and linkage, sidewall details, control column yoke and finally, the gunsight.



M48-001 (Mitsubishi A6M5c Zero)

1/48th Scale

Subject: Mitsubishi A6M5c Zero
Scale: 1/48th **Product No.**: M48-001
Type: Cockpit Detail Set **Designed for**: Tamiya kit
Parts: Etched 27, Acetate 6 **Price**: £TBA

This set offers new instrument panel with acetate backing film, rudder pedals, side consoles, trim wheel, throttle levers, electrical distribution box and a mass of other sidewall details.

Conclusion

Each of these sets is up to the usual high quality, and can be recommended to all. The launch of the basic sets is a good one, as many modellers do not want to tackle all the brass offered in other sets.

Our thanks to Jadar-Model for the review samples.

Andrea Miniatures

1/48th Scale

A new set of white metal figures suitable for WWII aircraft has just been released by Andrea. Those released so far include:

SW-01 German Ace I (A. Galland)
SW-02 German Aces II (H J Marseille)
SW-03 German Fighter Pilot (stepping up onto the wing of his aircraft)
SW-04 German Pilot in Cockpit
SW-05 German Pilot at Rest I
SW-06 German Pilot at Rest II

Each of these figures is nicely cast, although the facial features of the second pilot does not look much like Marseille, even in 1/48th! Very little cleaning up will be required for any of these figures, and once painted they will add that little extra touch of detail to your latest creation.

Each of the figures reviewed above retails for £4.45 each.

Our thanks to Historex Agents and Andrea Miniatures for the review samples.

SW-01 before...

... and after painting

SW-04 before..

... and after painting

SW-02 before...

... and after painting

SW-05 before...

... and after painting

SW-03 before...

... and after painting

SW-06 before...

... and after painting

AccessoryNews

S7212 - ACES II Ejection Seat
S7213 - Lockheed LC11C Ejection Seat
S7214 - MB GO-7/F Ejection Seat
S7215 - SJU-5/A Ejection Seat
S7216 - NACES SJU-17 Ejection Seat
S7217 - F-5/T-38 Ejection Seat
S7218 - F-80/T-33 Ejection Seat
S7219 - F-101 Ejection Seat
S7220 - Ka-50/52 Ejection Seat
S7221 - VS-1 BRI Ejection Seat
S7222 - KK-1 Ejection Seat
S7223 - Escapac 1A Ejection Seat
S7224 - MB Mk 9 Ejection Seat

1/48th Scale

4801 - Su-27 Interior (£4.50)
S4801 - KM-1 Ejection Seat
S4802 - KK-1 (MiG-15) Ejection Seat
S4803 - KK-1 (MiG-17/19) Ejection Seat
S4804 - SJU-5/A Ejection Seat
S4805 - GRU-7 Ejection Seat
S4806 - ACES II Ejection Seat
S4807 - K-36M Ejection Seat
S4808 - Escapac IIC Ejection Seat
S4809 - MB Mk 7 Ejection Seat
S4810 - MB Mk 9B Ejection Seat
S4811 - NACES SJU-17 Ejection Seat
S4812 - SR-1 7 Ejection Seat

(N.B. Ejection seats are £1.50 each)
Also available once again are the series of vac-formed replacement canopy sets, as follows:

1/72nd Scale

Sukhoi Su-27UB (Italeri)
Sukhoi Su-22M-4 (Bilek)
Spitfire Mk XVI (Heller)
Sukhoi Su-27 (Italeri)
Grumman Wildcat (Academy)
F-111 (Hasegawa)
Avro Lancaster (Revell)
Sample via: Pavla Model.

Hecker & Goros
The latest white metal figures from this manufacturer are:

1/48th Scale

KSHG 33 - Pilot & General (1939-45)
KSHG 64 - Pilot & Mechanic (1914-18) -
KSHG 71 - Italian Pilot & Mechanic (1939-45)
KSHG 75 - Fighter Pilot & Mechanic, North Africa (1940-45)

N.B. All of the above retail for £9.25 each
Sample via: Historex Agents.

Flawed Vixen

by Mike Chaplin

1/72nd SCALE

Revell

It was the 1952 Farnborough Air Show. First there was the thunderous 'BOOM' that rent the air. All attention was drawn to the south-west. Excitement grew as fingers began pointing to the ever-growing dot in the sky. Then it was upon us, silver, shining, menacing as it sped by fifty feet above the runway in total silence. Thousands of pairs of eyes focused on the gleaming object as it began to climb. Suddenly the ear-shattering roar of twin Avons at full throttle took everyone by surprise as pounding hearts leapt into mouths and a human tidal wave cowered under the deafening onslaught. Belatedly the customary applause rippled nervously from the crowd. An aircraft travelling faster than the speed of sound, a phenomenon never to be experienced in public in the future. Several minutes later horror and tragedy struck as the aircraft disintegrated in mid-air.

Undaunted by the catastrophe, the D.H.110 had won the heart of a young boy. A few years later when I started work, a priority was to save two shillings (10p) each week for six weeks and buy three Frog 'D.H.110 Twin Jet Naval Fighter' kits. I quickly discovered it was a compromise based on the second prototype WG240 with a Mk 20X canopy. This started me on the conversion trail and the first was completed as the ill-fated silver WG236. At the time XF828, the Naval prototype, was flying, and this was the subject of my second kit. The third I still have unmade in its box, complete with ambiguous decals for XF830, a serial never allocated to an airframe.

Fifteen years were to pass. The Sea Vixen was phased out of service followed by the re-release of the old Frog kit by Revell. Elation quickly turned to disappointment. Then, as now, to build an acceptable replica one will need determination and patience. Why should this be? Made straight from the box it cannot fail to resemble a distinctive design. So it does. As for accuracy, it is a disaster.

However, this is not Revell's fault, as the reissue has not been revised in any way and therefore reflects all the errors in the original Frog mouldings. From the early 1950's to 1970's Frog model kits filled an important niche in the modelling market, if lacking in accuracy in many cases. When Frog was on the verge of bankruptcy Revell stepped in and modellers have benefited from this action ever since. Regardless of how bad this re-issued kit is I commend Revell for their action. Not only has it removed yet another kit from the secondhand market, it also provides modellers with the marvellous opportunity to practice skills no longer needed due to the high quality of many new plastic kits. A worthy challenge to some, modelling Utopia to modellers such as myself.

The Kit

This is contained inside a colourful box with dramatic artwork, but this hides a multitude of sins for which the only treatment is drastic plastic surgery. The faults are too numerous to list and will be explained during construction.

Preparation

A 1/72nd scale plan is essential, but BE WARNED. Several years ago I purchased some plans from a highly respected aviation publication only to discover some were inaccurate. The Sea Vixen plans were useless and only fit for the bin, though I kept them. Recently I was informed this service was taken over by another publisher. If they were not made aware of the erroneous plans they MAY still be for sale.

I decided to put my trust in a copy of Warpaint Series No.11 Sea Vixen which contains a scale plan. On opening pages 14 and 15 I recoiled in horror, was this not the same as the erroneous plan? Hastily I grabbed ruler and calculator, giving a huge sigh of relief as the overall dimensions appeared to be correct. As I am fortunate in having a personal association with this type of aircraft I could see the plan contained some inaccuracies. Tracking down the nearest Sea Vixen I made a hasty visit to the Midland Air Museum, Bagington, Coventry. Barry James, the Curator, extended this stranger warm hospitality on a dismal day. Armed with photographs and correct information I felt able to make my seventh and most accurate Sea Vixen.

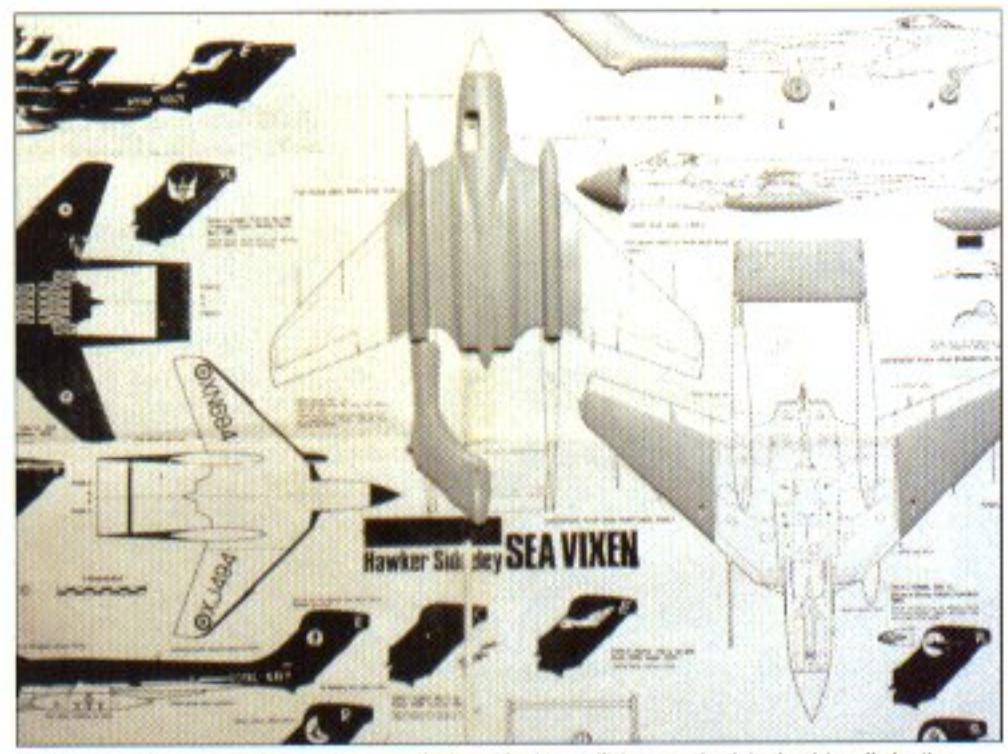
As inferred, there is much that needs doing and for clarity I list the work to be done by component sections. You, the modeller, can decide in which order to proceed.

Construction

Fins: Score the cavities of the fin halves and pack tightly with filler going part way into the booms. When set, sand flat so both halves meet without gaps along the seams and cement together. Add filler to fin leading edges, wrapping around the sides, and tips. Fill in joins, sink holes and rudder markings. Encase the 'heel' at the bottom extending filler an inch under the boom. The fins are way too fat and a

An eye-catching box. The depiction, like the contents, is flawed

Quality and accuracy were very good with this kit though the canopy was wrong. But that is easy to correct

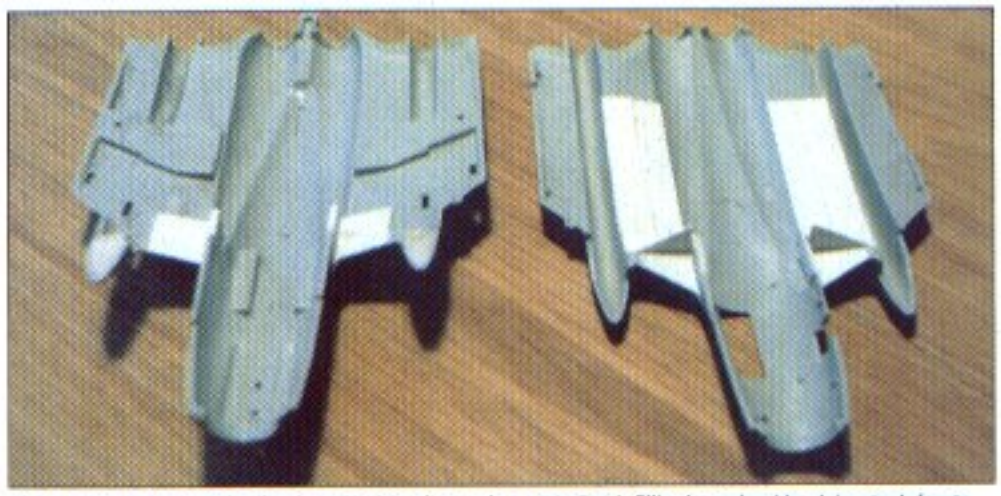


The erroneous plans with kit components displayed looking a little over-sized. It should really be the other way around

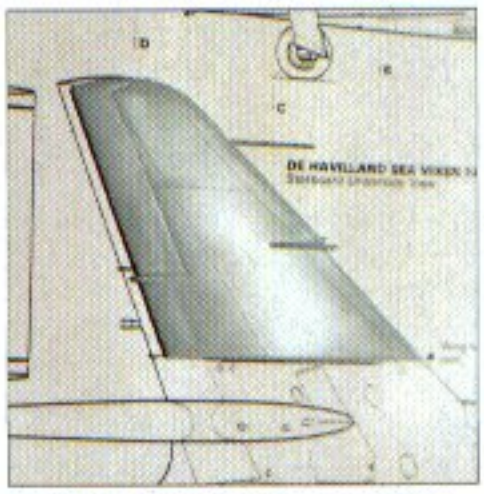
considerable amount of time-consuming sanding down will be required to achieve an airfoil shape. This will result in going through to the filler in the cavities. Check thickness with the plan and refer to photos.

Having achieved the desired thickness, make a template of the fin, marking the shape and form, which should slightly increase the fin area.

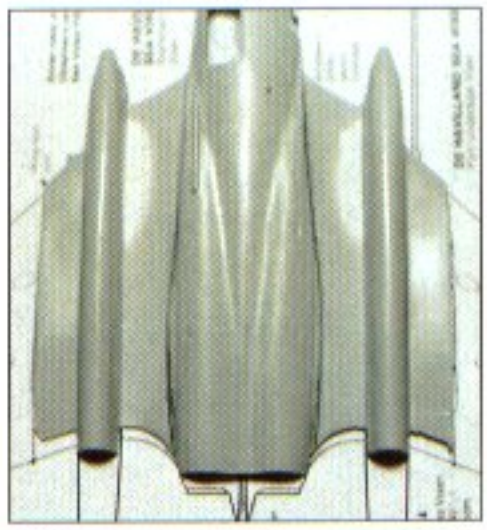
At the extreme bottom, 'the heel', is in fact a trestle/lashing point. The plan shape is wrong and looks as if it was copied from the kit. To help shape this correctly refer to the photo accompanying this article, but



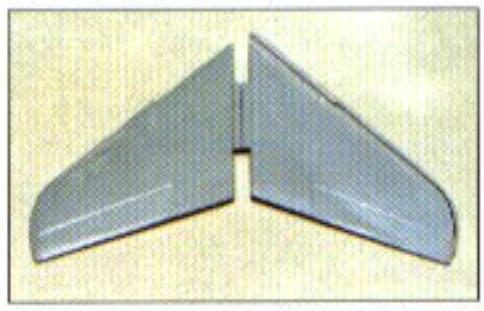
Intakes cleaned out and relined, underside of top wing roots lined. Filler in underside pinion tank fronts



Port wing on plan revealing lack of area. Wing fence and saw tooth out of line



Top fuselage half with wing roots sanded down revealing lining and shape pencilled in. Note shortage at the rear which will have to be added



I elected to increase wing area by adding filler to the leading edge and marking in the shape

first sand the filler on the underside to the correct angle making comparisons with the plan.

The booms are too short by 4mm. Extend the ends with plastic card and shape ready to fit into the main component. I added 1cm to make sure of a sturdy fit. When satisfied that the fins look right, coat them with matt grey paint to check for blemishes. If all is well, scribe in the rudder markings.

Slab Tailplane: This is 2mm too short. To correct it add a strip of plastic card to the leading edge. The sides at the rear of the tailplane are curved to butt up to the fairing on the fins. Pare the curves lightly for a good fit and cement tailplane to fins. A tapered gap will appear from the fairing to the leading edge due to thinning of the fins. Before filling the gaps, fit the fin assembly on the plan to set the correct distance between booms and allow the cement to harden.

Fuselage Halves: First clean out the crude intakes, vanes and backs. Remove the intake plates from the fuselage sides then extend the fuselage walls on both halves by at least 6mm. The fuselage walls from inside the intake area forward, approximately 3cm, should be sanded flat. This can be achieved by holding the fuselage halves together with elastic bands or insulation tape. At this point the fuselage is too round. New intake plates made from card and fitted later need the flat surface.

Sand flat intake tops and bottoms then line with 20 thou. card. If sufficient plastic has been removed this should result in an increase of the intake area. The best reference will be the photo with this article. From 20 thou. card, cut two triangles for the back walls. Fit them to one half first, angled inwards to give depth. When set, pare carefully, offering the other half from time to time to achieve a good close fit with no gaps.

On the underside of the top fuselage half line the forward two-thirds of the wing roots with 40 thou. card butting up to the back of the intakes. Make sure of good adhesion.

I first attempted this with filler but it detached during sanding due to the plastic flexing. The tops of the wing roots are too curved and not deep enough against the inner part of the pinion tanks. Drastic sanding down is required, especially from the intake leading edge rearward. Done correctly the lining will show through forming a lengthened 'D' shape. This should also cause the wing root against the inner pinion tank to be level with the mainplane on the other side. The intake leading edge thickness having been reduced can now be rounded. The lower intake edges will also need thinning before rounding.

On the starboard side is the observer's port. As well as being slightly too small it is not forward enough. Take a tracing from the plan and trace in the new position and cut out. The port can be replaced with clear plastic. When cementing in position leave it proud.

Before joining the fuselage halves I leave it to you, the modeller, to determine the level of cockpit detail. One thing is for sure, the kit seat is not a miniature Martin-Baker Mk 3 ejection seat. Over to you!

Having detailed your cockpit, add to the bottom fuselage half a semicircle of card to form a complete forward bulkhead. Place filler into the cavities of the lower pinion tank fronts. Cement together fuselage halves.

Remove the arrester housing separating the tail pipes and keep. Sand the cut flat then build up layers of plastic card extending the rear by 4mm.

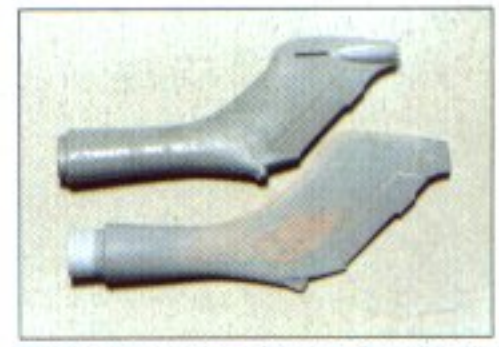
While this hardens add to the vacant area in the nose 2oz of weight. I like to set weight in Copydex to prevent rattling, but plasticene will do. Stand upright for Copydex to set.

For the jet exhausts I used a 9mm diameter coloured pen barrel (Staedtler). Cut two pieces 2 cm in length and seal one end trimming flush. Pare out the open end to a sharp edge.

The arrester housing joins must be eliminated. It could also do with thinning at the back end and lengthening by 20 thou. Cement the housing to a piece of card and fashion to shape using the photo as a guide. Mark a vertical central line on the fuselage extension and cement housing in position.

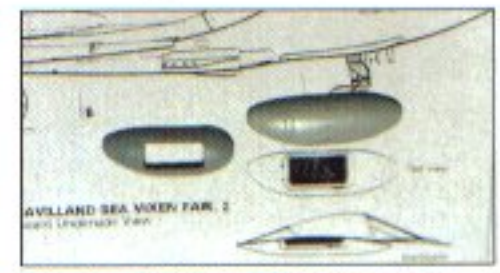
Much to my astonishment I discovered I was the proud owner of a 9mm drill bit which saved having to gouge out and file the exhaust ports. The fit was perfect. Left to protrude by 1.5mm the exhaust pipes were fixed in position with superglue.

Attention now turns to the fuselage top. This Foxy Lady was endowed with some subtle feminine curves that the mould maker missed. Pencil in the shape of the engine housings. Pare away excess plastic with a sharp knife starting at the intake shoulders, slowly working rearward to the point where it starts to widen. It is from this point to the jet exhausts that filler should be built up keeping to the marked lines.



The fins, before and after. Thinning will result in the filler showing through. Fin area has been increased and lashing point looking right. Note the extension at the front for joining to the main section

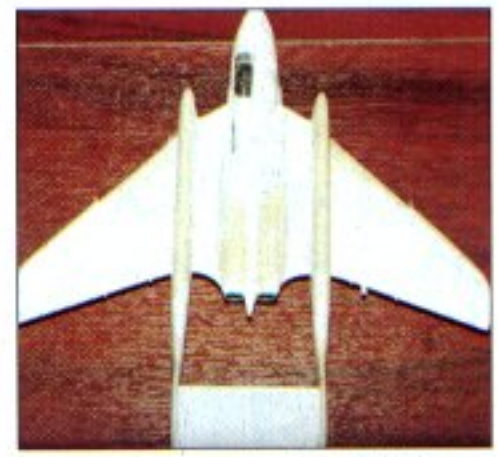
Port side wing root before levelling and starboard side after levelling



Coincidence? Similarity of kit fairing and plan. Fairing on left correct shape and size though aperture needs widening. This photograph does not show the addition to bottom edge

Careful sanding to shape is required noting the blending of contours of the engine housings and the spine. Don't worry about taking off too much filler as this can be replaced to rectify errors. Remember, as the fuselage tapers off to the jet exhausts the top contours are similar to the underside. Seemingly the only accurate part of the whole kit. On the underside of the nose, either side of the nose wheel undercarriage well, are two blisters which are too bulbous and narrow. Remove them. Place the fuselage section on the plan and view the nose section from above noting where the

Fuselage and fillers extended showing top built up with filler and shaped. When wings are attached a gap will appear at trailing edge needing to be filled



Main assembly viewed from above. Behind cockpit dark plastic strip indicated widening of canopy rail

At last the model begins to look like a Sea Vixen, lean and sleek. Discoloured areas reveal the use of filler

The observer's hatch is barely noticeable at this stage and the booms no longer two straight lines

Much can be done to improve the look of the main undercarriage which also has to be lengthened

As well as lengthening the undercarriage, a strut was added to each piece for the door to be attached to

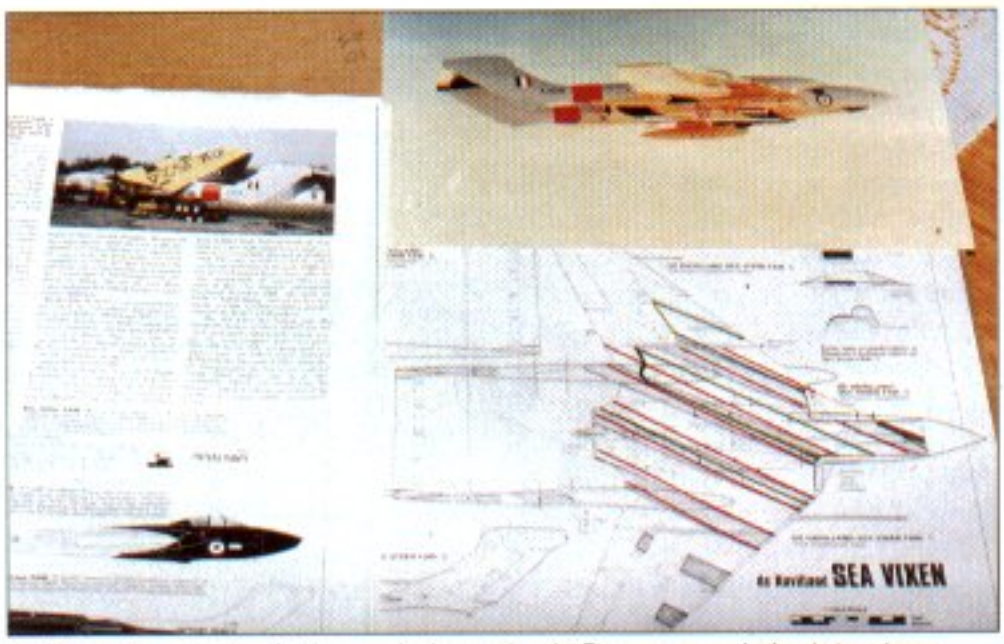
nose section narrows too much. Add filler extending beyond the area to allow for blending. The hole below the observer's port can now be filled. When sanding down start with the sides, from time to time matching with the plan.

The nose cone is too stout and needs reshaping, this being a key feature of the aircraft. The plan shape is correct. Once again placing the section on the plan and viewing will assist. Notice how it begins to taper from just in front of the cockpit fairing.

Satisfied the nose section looks right the blisters can be replaced. From 40 thou. card cut two pieces shaped to fit the plan and cement into position. Sand them to shape bearing in mind they are subtle protrusions.

Observer's Fairing: Once again the kit piece and the plan shape are just too coincidental. Both are wrong. In reality the fairing is 83.5 inches long, scaling down to approximately 29mm. The kit piece measures 34mm. Painting an area black to represent smoked glass is really unacceptable, so I recommend cutting out an aperture and fitting a piece of clear plastic. The markings for this on the fairing are too narrow. Cut the aperture to the centre marking front, right and rear, then to the outer marking on the left. Even at this scale the kit seat should pass through it. Cement in the clear plastic flush to the underside. This will ensure there is sufficient material after sanding down.

Remove 4mm from the front end and 1mm from the rear of the fairing. the front shaped to a normal arc and the rear slightly pointed. The right-hand edge needs deepening. Scrape a keying edge and cement to this three thin plastic strips from 20 thou. card each 3cm long, on top of each other. When firmly set shape the top contour first, remove the locating stud and pare the underside so the fairing can be placed in its position. Only a fraction of the edging will be evident but enough for the desired shape. Due to the fuselage being too round I found it difficult to represent the fairing exactly. Cemented into position it will look like a carbuncle. It should describe a gentle arc from front to rear and be made to appear as if it were on top of the fuselage and not on the side. This is what needs to be achieved when sanding. Like the fins one's actions have to be drastic and the photos supporting this article are there to help.



Working out the sequence of stripes required some thought. The answer was in the photo: a larger yellow division between second and third black stripe as seen under the fuselage

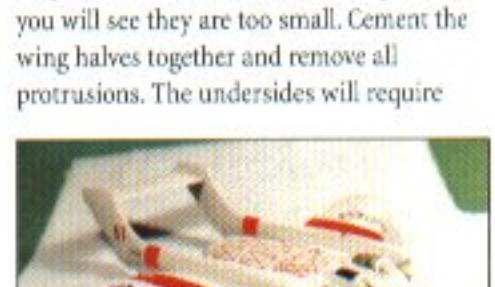
Painting these stripes will really test one's patience. I used vinyl tape, as masking tape leaves a serrated edge. Notice how the centre stripe finishes under the starboard boom

Drastic plastic surgery and many hours later the end justifies the means as the model now looks in proportion

Booms: Join the tail and fuselage sections together. The extensions on the booms will allow for a 4mm gap that has to be filled. Check first by placing the section on the plan and make adjustments if needed to ensure correct length. Equally important is obtaining the correct angle.

While the join was setting I chose to make a template of the boom shape, apex to fin, from the plan and it proved to be a valuable guide. Filling the gap at the join, build up filler along the booms forward, partially overlapping the sides and completely covering the points at the front. When it's set, sand the sides flat, mark out the template to act as your guide and proceed to shape noting the subtlety of the curves. The forward sections of the booms become the pinion tanks. When sanding the upward sweep of the underside the filler in the cavities will show. It is also worth noting that viewing the pinion tank from the front, it is egg-shaped so the sides of the booms are not flat. Done correctly this can enhance the overall view of the finished model, adding to its bulky appearance.

Wings: Squared leading edges? The wings in my kit had them, and like the fins they were too fat. Put them on the plan and you will see they are too small. Cement the wing halves together and remove all protrusions. The undersides will require considerable sanding down for the surfaces to blend. This done, key the leading edges and apply plenty of filler wrapping round upper and lower surfaces including wing tips. Sand flat when set. Make a template of the wing using thin card or plastic and mark it in. Carefully sand to shape occasionally checking with the plan to prevent removing too much filler. Having increased the wing area the leading edges can be correctly shaped. I elected to fill in aileron markings and scribe in new ones. Care is needed due to the brittleness of some fillers.



The observer's hatch is no longer a carbuncle and looks as if it is on top of the fuselage and not on the side

The starboard wing on my kit seemed a little misaligned and I believe this to be general. It is simple enough to correct before attaching.

Ensure the wing butting surfaces are flat, and cement into position. This will result in the trailing edge to the booms being incomplete. Filler or plastic card can be used to complete it. Another addition is to extend the fillets between the booms and the jet exhausts. Use plastic card for this.

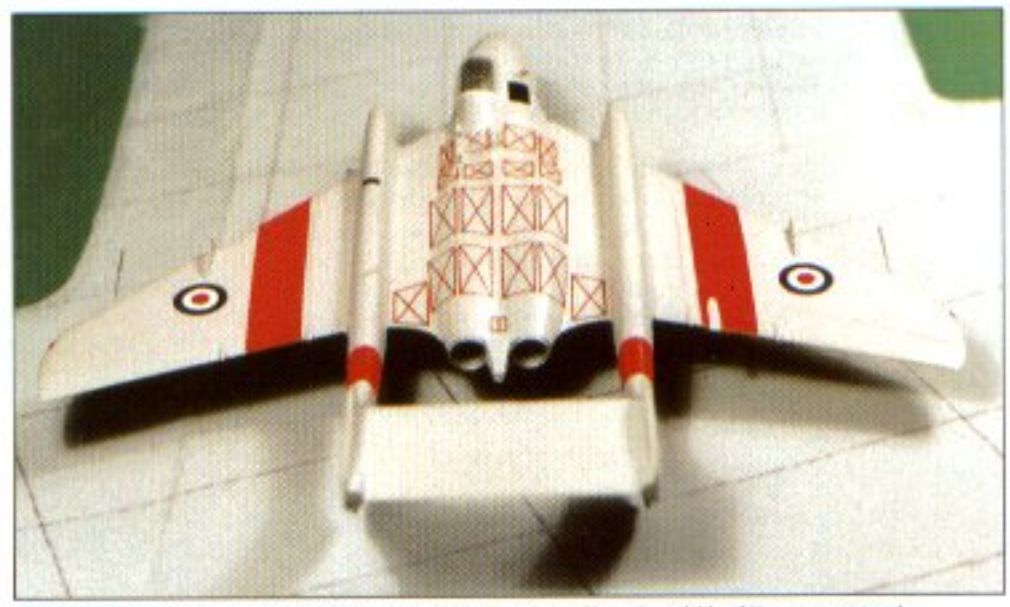
With the wings cemented firmly into place blend the two surfaces together adding filler where necessary to achieve a good finish. Scribe in ailerons and flaps. Cement into place the inner undercarriage doors and the main nosewheel door.

Canopy and Fairing: The canopy in my kit was far too big to fit the fairing, so it is totally useless. Knowing this before I started, I sent off to Final Touch Products for four vacformed replacements. I must confess my three attempts at vacform modelling were disastrous. Coincidentally my three attempts to use the thin vacform canopies proved equally disastrous. Fortunately I have several unmade Novo Vixen kits so I robbed one of its canopy. They were all a little smoky but the fit was good. As for accuracy... well! Compare the kit fairing with the photo supporting this article. What more need I say? The problem is the fuselage is too round, hence the deep side on the kit component resulting in a steep rake at the front. To overcome some of this I pared out the fairing for the canopy to sit deeper in it. The strut on the right was reduced to a sliver. Using Humbrol model filler I gradually built up layers along the left side and over the front. My intention was to give the fairing a flatter look. Unlike the plan, the fairing is not pointed at the front. If anything it had a squarish look with rounded corners and I attempted to duplicate this which also meant reducing the deep side and giving it a bevel. The finished item looked more convincing if not totally accurate. Perhaps one day an accurate plan may be produced giving cross sections to work from.

The fairing was cemented onto the fuselage then the canopy. The fairing at the rear had to be contoured to blend with the canopy. The canopy track was widened to 2mm and flattened slightly with a point at the end.

Bits and Pieces: First, the fuselage intake plates. These I have seen on both 1/72nd and 1/48th scale models as triangles. They are not. Take a tracing from the plan and fashion a pair of replacement plates using 20 thou. card. Be generous with the part that fits into the intake. By careful paring and offering into position, a good fit can be

Though not entirely accurate the canopy fairing looks far more convincing. Sadly the canopy, the best of my Novo ones, had a fracture



The hatch markings mask the subtle curves of the fuselage. Note the width of the canopy track

achieved. When satisfied, cement. Blend in the shoulders top and bottom. Any deficiencies can be remedied with a touch of filler. For the final shaping see photo.

Each intake has two thin vanes. These can be made from thinned down card, but are fiddly to position and need patience. On the lower port side of the nose is a pressure tube. It is simple to represent from scrap pieces. The wing fences need replacing made with 20 thou. card using the technique for the intake plates. The trailing edge of each wing has two flap-rail fairings which can be made from scrap.

Each wing has a wing-fold fairing top and underneath. 20 thou. card can be used, each strip bevelled when in position. The starboard wing has a fuel dump pipe which extends over the trailing edge. The depiction on the plan is a little short. A strip 14mm long, slightly tapered with rounded edges can be cemented with 4mm protruding over the trailing edge. The opposite end is blended into the wing.

Undercarriage: The nose wheel assembly is quite good and only needs trimming before being painted and put to one side to dry. Both small nose undercarriage doors require thinning. The clear plastic component, after thinning, would benefit from having a smaller thin square piece added. The main undercarriage legs will need to be lengthened by 4mm if your model is not to sit on the trestle/lashing points at the rear. This addition will mean replacing the bracing struts with longer ones. I also removed the locating studs on the undercarriage legs and added a brace with which to attach the door, as there should be. On the forward-facing oleo braces, the triangle was pared out to appear more realistic, and the solid block at the bottom sculpted.

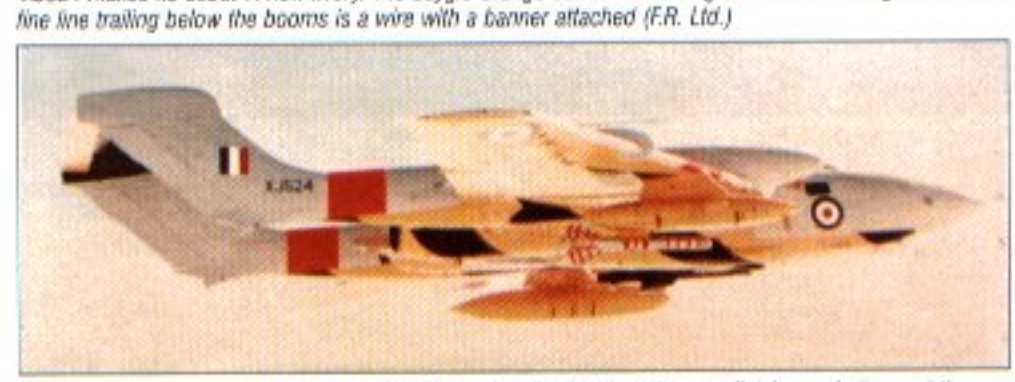
From the point of view of accuracy the main undercarriage wheels are approximately 2mm diameter too small. To increase the tyre area would make it look odd so these had to remain as they were.

After completing the alterations to the undercarriage they were painted and put to one side together with the nose wheel, to be cemented into position after the main assembly has been painted. That leaves the undercarriage doors. They need to be drastically thinned down to just below 20 thou. The extended undercarriage legs will have to have the doors added to the top. This requires a small triangular piece to correct the angle of the door when in position. It should be sanded level with the door and a thin lining added on the inside, with a rebate down either side and across the bottom. Before cementing the lining, round the three edges that form the rebate. I recommend fixing the above-mentioned doors after the undercarriage, and painting separately. Finally, buff up clear plastic to remove any scratches then mask with Copydex ready for painting.

Painting: With so much having been done I suggest giving the model a coat of primer to reveal any imperfections and attending to them.

There were six Utility Sea Vixens. Three D.3s, two TT.2s and an FAW.2. The latter was the subject of the original Frog kit, which retained its Naval livery. My favourite was TT.2 XJ524. This aircraft was painted matt Sea Grey Medium upper surfaces with gloss yellow and black stripes underneath. The upper surface of each wing had an orange Dayglo band which was repeated on the rear booms. However, the bands were given a coat of clear gloss varnish which gave them a reddish hue. I used to see this aircraft regularly during the early 1980s by which time the upper surface colour had weathered to a lovely shade of powder grey. In bright sunlight it looked almost white. I chose to try and duplicate this shade on the model.

XJ524 makes its debut in new livery. The dayglo orange bands were not glossed-over to begin with. The fine line trailing below the booms is a wire with a banner attached (F.R. Ltd.)



Displaying target drone and winch on a smaller pylon. By this time the grey finish was fading and the dayglo bands glossed-over. (F.R. Ltd.)

Modellers wishing to follow this colour scheme please note the underside of the tailplane is black and the elevator yellow. The black stripes are each 9mm wide at this scale. I started under the port wing with a partial stripe in line with the 'J' of the serial and the stripes, in millimetres, are as follows: 15, 9, 15, 9, 20, 9, 18, 9, 15, 9 end. Patience will be needed during masking due to the uneven surface of the underside. The fifth black stripe, extending from port nose to starboard flap, is rounded to the shape of the boom flap.

Both the canopy and observer's hatch have an off-white fibreglass frame. An unusual factor is the bar on the small port which was painted matt black. On either side of the nose cone was painted the 'F.R.' logo in blue. The letters slope to the right with the 'R' in line with the lower bar of the 'F'.

The decals used were mainly from my spares box, which includes Modeldecal insignia and serials, while the red fuselage panel detail was made up of trimmed strips. I am saving the Revell markings for a future Vixen.

The 'Utility' Vixens make a colourful addition to a model collection. XJ524 with model stablemate XS577. The photo of XS577 is in that excellent book 'Testing Colours'

This model of XS577 was made several years earlier. The plans being useless it does not have increased wings and fins while fuselage and booms are too short. As with all my previous models the finish is brush painted with signwriter's enamels

This collection of photographs of Sea Vixen FAW.2 XN685 should help modellers achieve a reasonably accurate replica using the Revell kit. Looking somewhat weathered, though scheduled for renovation, XN685 is on display at the Midland Air Museum near Coventry. Still sporting the distinctive markings of 890 NAS, its last Naval posting, this aircraft came off the de Havilland, Christchurch, production line as an FAW.1 and was reassigned to become the second FAW.2 prototype. As a Mk 2 it made its maiden flight on 17th August 1962 and spent a little over three years involved in development and Red Top missile trials.
Having been converted to full FAW.2 status XN685 joined the FAA in 1968 allocated first to 893 NAS, then to 766 NAS and finally to 890 NAS. Sea Vixens were phased out of service in February 1972 and XN685 became Instructional Airframe 8173M

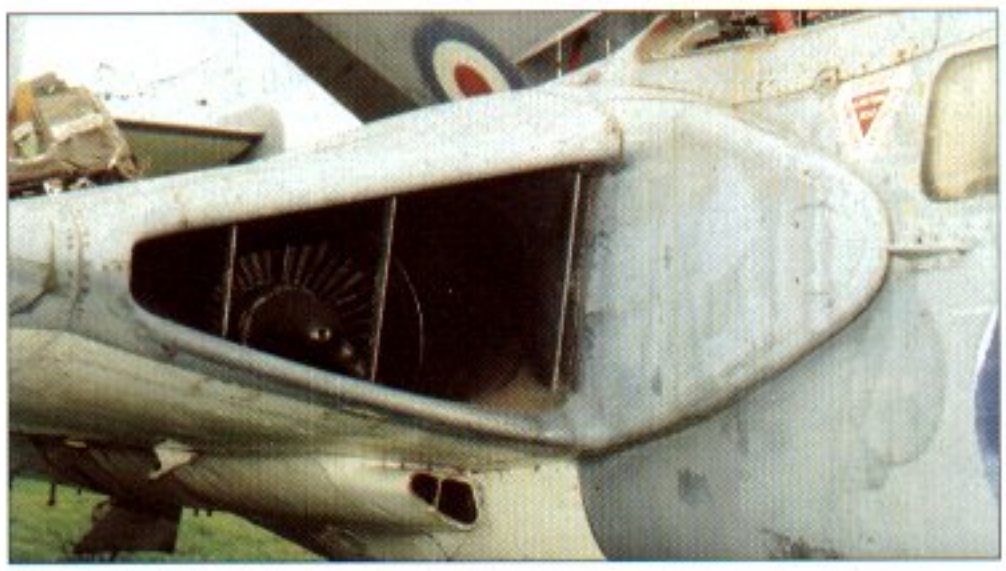
Canopy and Fairing

Main undercarriage leg

Observer's hatch and fairing, fuselage intake plate

Small inner pylon

Jet exhausts and arrester housing



Air intake and vanes

Trestle/lashing point

Starboard fin

Nose undercarriage

With all the decals in place the underside and canopies were masked off and the upper surface was coated with clear matt varnish. When that was dry the dayglo bands were glossed.

The undercarriage components were then cemented into position and painted when set. In addition a white blade antenna was placed midway along the port boom, angled inward, and another under the nose.

Finally, the wing pylons and drop tanks. Only four of the six pylons supplied are of use, parts 23 and 24 and 27 an 28. The Vixen was only fitted with two different sizes.

Firstly, they need to be sanded down to halve their thickness. The pylons for the drop tanks should be reduced to the size on the plan. Naturally, the tanks are too small and need lengthening. Now a 'bone of contention'. The plan says 150 gallon tanks. The FAW.2 was fitted with 200 gallon tanks. For my Vixen the pylons and tanks were painted yellow, markings were applied and then they were cemented in place. There are also numerous protrusions on the underside of the fuselage, drainage vents, but at this scale to include them would have made painting even more difficult.

So completes my seventh and most accurate Sea Vixen to date. And what a difference, making the time and effort spent really worthwhile. Now, if only Revell could find the moulds of the Frog Supermarine N.113 Prototype. Converting that into a Scimitar F.1 is another enjoyable experience.

Mike Chaplin

Addendum

There will be many modellers wishing to finish their Vixens in Fleet Air Arm livery in order to use the really superb decal sheet produced by Revell. It is my sad duty to advise them XS577 did not sport a shark's mouth. That was added to XP922, 132-E during the "night of the paint fairies", when aircraft of 899 NAS gained a variety of unofficial markings, including some very expletive slogans, in preparation for the Squadron's final departure from the deck of HMS Eagle to fly into disbandment.

Another example of this is Sea Vixen FAW.1, XJ580, the decal subject of the former Frog kit, which can be seen on display at Christchurch, Dorset, where Vixens were originally built.

A sad fact is that modellers are very unlikely to see again the superb Modeldecal sheet No. 32 for the Sea Vixen. I have been informed there are no plans to re-issue it.

Finally, the Utility Vixens would make some colourful additions to any model collection. Contrary to the illustrations and statement in Warpaint Series No. 11 Sea Vixen the D.3s did not have an upper surface colour of Deep Cream. The aircraft were finished in Golden Yellow gloss BS/381C/356.

During the first half of the 1980s I enjoyed the privilege of on many occasions visiting Hangar 4, Flight Refuelling Ltd. Hurn Airport, Christchurch, where the Utility Vixens were maintained and stored. The same shade of yellow had been applied to five aircraft and various items of mobile and stationary equipment.

Crikey!

Manufacturer: Classic Airframes
Scale: 1/48th
Price: £29.95 ($39.95)
Panle Lines: Recessed √
Status: New Tooling √
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 32, Resin 52, Etched Brass 29, Acetate 2, Clear 2
Decal Options: 2
Manufacturer: Classic Airframes

Classic Airframes

In wartime there are several reasons why an effective aircraft may fail to fulfil what is later realised as its full potential. To dismiss a project on the basis that "the engines were inadequate" can in many ways over simplify the situation. From my reading of the various accounts of the Westland Whirlwind fighter, I tend to believe that this aircraft's problems lay as much in the personality clashes between its manufacturers and the Air Ministry than it did in any failing of the Rolls Royce Peregrine engine. It's true to say that the choice of the Peregrine didn't help the Whirlwind, for the engine gave Rolls Royce no opportunity for future development when compared with the Merlin. However, some of the reasons given by the 'brass hats' in the Air Ministry to justify their opposition to the type went beyond the unreasoned into the realms of the fatuous, and one has to believe that these anonymous Air Commodores and Air Marshals were simply expressing their resentment towards the designer 'Teddy' Petter, who for his own part had an impressive array of personality disorders guaranteed to upset those in a position of authority.

In defence of the type it has to be said that it was a hard-hitting yet delightful to fly aircraft that should have seen far more success. Its twin-engine layout was a great reassurance to any pilot invited to take part in a fighter-bomber sweep over occupied Europe, and though the Whirlwind had a reputation for being unwieldy and difficult to fly this point of view was restricted to those who had never flown the type. The opposition to the Whirlwind's high landing speed perpetuated an argument that had been going around ever since the Bristol Bullet introduced landing speeds in excess of 50 miles per hour. Those who had the greatest justified resentment for the type seemed to be the armourers, for crowding four cannon into the aircraft's slender nose resulted in a layout that caused more than its fair share of scraped knuckles and jammed fingers.

Incidentally, the Whirlwind's nickname of 'Crikey' came not from any shock at the machine's appearance but rather its speed. There was a contemporary advert for petrol which showed a car travelling at an unlikely rate with onlookers saying "Crikey, he must be using..." when the prototype Whirlwind was seen for the first time scorching around at speeds that made single engine fighters look sedate the advert's catch-phrase came readily to mind.

Ever since I heard that Classic Airframes were to release the Whirlwind in 1/48th scale I was keen to get my hands on one of these kits, and even more so when I heard that elements of the superb Cooper Details vac-formed/mixed media kit were to be included in this more 'mainstream' release. My main reference for this project was the article by Richard Caruana in the February 1997 issue of Scale Aviation Modeller International, but in addition to this I referred to the new 'British Warplanes of World War II' published by Aerospace, and other titles.

Exploring the kit

Classic Airframes' kit has an unusually high number of resin parts and a quantity of white metal in addition to the usual injection moulded plastic and photo-etched brass. In all there are 32 injection moulded parts formed from a slightly brittle-looking pale gray plastic, four white metal castings, 52 parts cast from a distinctly 'Eastern European' greenish resin (They are made by CMK - Ed), and 29 pieces on a single photo-etched sheet. The kit is completed with a pair of vac-formed canopies and a very neat decal sheet complemented by a full-colour painting and markings sheet.

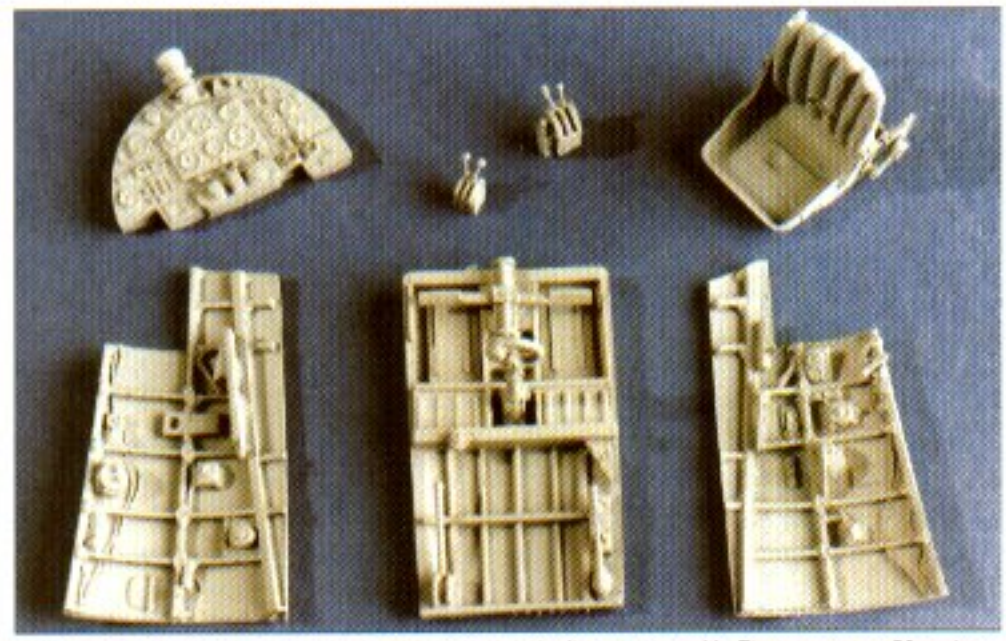
The surface detail on the injection moulded parts is, as always for Classic Airframes, superbly restrained and ideally suited to the reproduction of constructional panelling, less so for those parts of the airframe that were movable or removable. The smallest resin parts are cast on a backing film rather than casting blocks, while the white metal parts are left loose in a small plastic bag.

Two options are given on the colour and markings sheets: one is for a Dark Earth and Dark Green machine with Sky and Night undersurface; P6984, H•HE from No. 263 Squadron in 1941. The alternative is a Mixed Grey and Dark Green machine with Medium Sea Grey underside and Sky tail band and spinners; P7102, P•SF of No. 137 Squadron in 1942.

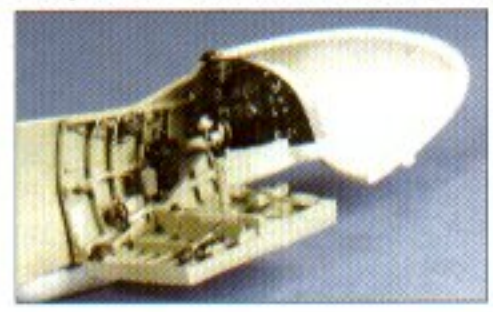
Getting started

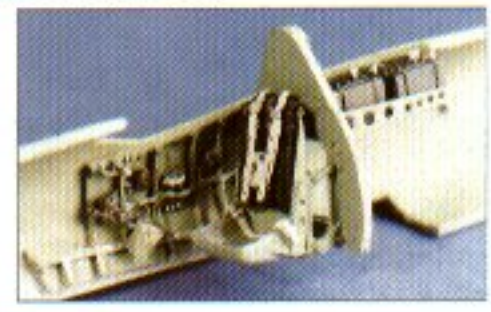
I began by preparing the main injection moulded plastic components, and started work with the engine nacelles. I used an Olfa P-Cutter to enhance the access panels around the cowling and, more significantly, the break between the nacelles and that part of the rear fairing attached to the landing flaps. I also found it necessary to spend a little time refining the inlets and outlets to the exhausts. If the reader decides to make this small refinement, it's essential to add a small blanking piece into each exhaust cover to avoid a 'see through' effect. I used small discs cut from Contrail plastic rod.

While I had my scribing tools to hand I worked over the control surfaces and the access panels around the nose. Again I used



Some of the resin and brass components for the cockpit after pre-assembly. There are some 29 parts already assembled here, with another 21 to go in this area of the model alone





The cockpit interior completed. The only addition is the large map case by the pilot's right knee

an Olfa P-Cutter for the most prominent lines (either side of the ailerons, around the flaps and the gun panels) and a Bare-Metal scriber for the more subdued lines (for example, the leading edge of the ailerons). I decided to separate the elevators and rudder so that they could be displaced, and found that the P-Cutter was an ideal tool for cutting through the very thick tailplane and elevator part. I used a round section riffler file to hollow out the trailing edge of the tailplanes part, and added a thin strip of plastic card to the leading-edge of the elevators so they could be properly rounded off.

Any kit provides the opportunity for a bit of animation and in the case of the

Whirlwind I decided to open up the outlet flaps to the radiators. This is quite an unusual feature, for the radiator flaps are actually installed in the upper surface of the wings above the flaps and open upwards. I'd contemplated dropping the flaps themselves but decided against this as it would be a fairly major project. The Whirlwind used Fowler flaps (they're the type that actually move backwards to increase the wing area before they start to droop like a modern airliner's) and the one-piece flap extends from aileron to aileron across the underside of the fuselage including the rear part of the engine nacelles. It would make a very interesting modelling project but I decided to leave it for another time, when I might consider opening up the nose cannon bay as well.

Resin, resin everywhere...

Assembling the cockpit to the Whirlwind is not a job to be hurried through over a couple of evenings. There are more individual parts in this one focal area of the model than there are in the rest of the entire kit, and several of them are tiny little pieces barely a millimetre in their largest dimension. The major parts: side walls, floor, instrument panel, seat and rear bulkhead, etc. are mounted on resin casting blocks in familiar fashion, but the tiniest parts are mounted on a 'film' of resin. I actually sanded the whole film away against a sheet of wet and dry paper but with hindsight I would recommend reducing it down to the point where the film is almost transparent and then using a new scalpel blade to separate each part. There are two reasons for this, one is that it's very easy to damage the parts by over-sanding, and the second reason is that it is very difficult to identify which little fragment of resin relates to which part number after they had been removed from the film.

I used a gel-type super glue to fix the resin parts together before I undercoated them, and fitted the etched brass throttle levers to the quadrant at the same time. Being flat the throttle levers were not that convincing, so I added a blob of partially congealed super glue to the top of each of the levers to represent the knob. The interior of the Whirlwind was RAF Interior Grey/Green (AeroMaster #1120) while the instrument panel, console, quadrants and control boxes were all sprayed 'scale black'. Unusually for a Classic Airframes kit the instrument panel is a resin casting featuring raised surface detail rather than the usual etched brass and photo film assembly. This can therefore be treated in the same way as you work on your favourite injection moulded kit, which in my case was to pick out the instrument dials and their bezels with a satin black enamel paint, then the pointers and graduations in the dials were picked out with a light dry brushing of white before the dial 'glasses' were added with drops of gloss varnish.

In detailing the cockpit I found Steve Benstead's colour paintings of the cockpit to be invaluable, and I should have referred to them before I glued the side consoles into place as the accompanying photo shows. The instructions aren't clear that the consoles should locate onto the diagonal locator that lines up with the cut-out in the upper front corner on each side

I found the seat particularly difficult to work with, for while it has to be removed from a particularly large resin block it features a very thin (almost scale) thickness and has some very delicate projections, so it can be easily damaged. I liked the suggestion made in the Jaguar update set for the Hasegawa Typhoon; that the casting block should be glued to a short length of substantial dowel to produce a worthwhile 'handle' for the part while it's being worked on, and can strongly recommend this idea. The seat has very prominent back padding detail which doesn't need any fancy washes to highlight the creases, and is completed with a very complex seat harness. The straps are provided on the etched brass sheet and have to be fed through separate etched buckles before being 'pulled taut'. I found this to be no simple matter and my straps came out looking like Nora Batty's stockings. With hindsight I'd suggest replacing the brass straps with another material; paper works well but if you need an excuse to open a bottle of wine then the metal foil often found around the cork works very well in this area. All you have to do (once sobered up) is to cut the foil into strips, using the brass as a pattern, and pierce small holes in the ends of the straps with a sharp pin to reproduce the holes of the Sutton harness.

The seat is fitted to the rear bulkhead with scale-size struts which are very delicate, and I'd have loved to find some way of leaving the seat out until after final assembly, but access all round the rear bulkhead is needed to line the struts up. The Whirlwind became dreadfully fragile early on in its assembly but I couldn't see how to avoid this. I just had to take extra care to keep my fingers away from the cockpit as the model was handled!

Like many mixed-media/limited edition kits the fit of parts leaves a little to be desired as they come off the sprue, and both the instrument panel and rear bulkhead had to be gently filed to fit within the fuselage halves. As the instructions indicate it is possible to assemble the cockpit as a tub but I recommend installing the sides first. Alas there are no guides to the positioning of the resin sidewalls but it's not difficult to establish using the instrument panel as a jig. The top of the sidewalls line up exactly with the cockpit opening and I used a thin line of cyanoacrylate along the top to fix the sides in place, leaving the lower part free to be lifted away from the plastic fuselage side so that it could meet the cockpit floor. On this point, don't do as I did and sand away the part of the resin casting block where it overlaps the cockpit side, for it helps the side line up with the floor casting. I had to cut wedges of plastic card to replace these blocks.

The mating faces of the fuselage halves had to be checked and squared off with a gentle filing before they were joined, and the long join carefully cleaned up before the instrument panel and the rear bulkhead were added through the wing aperture. Only then could the floor be installed.

While the fuselage is still in this easy-to-handle form I'd suggest that the little indentations that are supposed to take the cannon barrels are opened up to a realistic size. I didn't think of this vital step until the major parts were all assembled and struggled to carve out the cannon openings 'in the hand'. I would have found it far easier to be accurate if I could have held the fuselage down against the bench.

Adding the wing

Classic Airframes suggest that the five parts that make up the wing should be assembled before the wing is attached to the fuselage, but I wasn't happy with this approach for any problems in fit would be magnified as each part was added.

First I added the centre section taking particular care to get the joins accurate, then when this was dry I added the upper wing panels. My priority here was to get the panel lines (which included the ailerons and the cowling fairing) properly lined up, which meant that a noticeable amount had to be carved from the root section of the upper wing panel, and to make sure the mating surfaces of the joins met properly.

Before the wing was assembled I used the P-Cutter to cut out the radiator flaps and filed out the intake in the leading edge to its correct size. The radiator itself is an etched brass item and has to be folded to shape, but once again there are no accurate guides to its positioning. After a little head-scratching I came up with the following approach: after folding the radiator parts to shape I used five-minute epoxy to fix them to the lower wing just aft of their approximate position, then before the epoxy had any time to cure I fitted the upper wing panels in place with liquid cement and quickly taped the leading edge together. As I'd cut out the radiator flaps it was easy to use a broad strip of fairly substantial plastic card to push the radiator forward into position, well

The centre section with the radiator flaps cut out

Detail of the tail under construction showing how the upper part of the rudder has been separated. Note that a plastic rod axle has been added to take the upper part at an angle

The finely detailed bomb rack comes in the kit as a resin casting, but the bomb itself had to come from the spares box

Detail of the nose with its neatly moulded cannon barrels, and the opened-out front to the exhaust cover

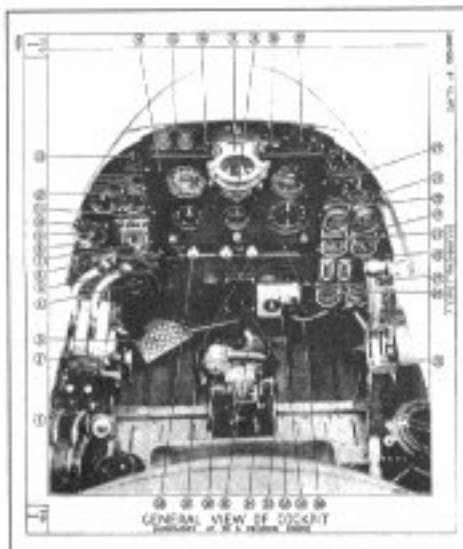
Close-up of the cockpit area showing the kit's brass boarding ladder, and also the rear view mirror which had to be added from a scrap of plastic card

within the five-minute 'window' allowed by the epoxy. (If I hadn't opened up the radiator flaps, then I'd have simply not glued together the trailing edge until the radiator had been positioned.)

New radiator flaps were cut from 10 thou plastic card using dividers to measure the opening in the wing, and the same material was used to reproduce the 'screens' to each side of the flap.

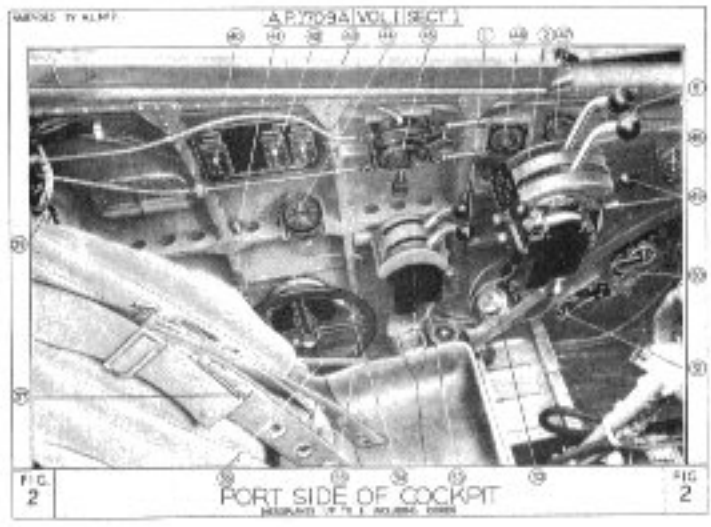
When it came to adding the lower parts of the outer wing panels I found a gap of more than a millimetre between the centre section and the outer parts, along the dihedral break. I used an epoxy filler here to give the wing as much structural strength as possible, then moved on to the one-piece tailplane moulding. After a little cleaning up I was faced with the problem of exactly which way up it was supposed to fit for there's a distinct 'dihedral break' visible in the leading edge. This isn't shown on Richard Caruana's drawings and after some reference to photos I decided to fit my tailplane with an 'inverted gull wing' set-up, constantly referring to the wing to get the alignment right. Finally the engine nacelles were added and once again there are no alignment aids, so it's up to the builder to align the nacelles correctly with the detail on the wings.

Filler was then applied to those joins that needed it, and I'm glad to say that the Whirlwind didn't need a lot of filler but it did require two fill-and-sand sessions to get the joins just right, particularly those around the tailplane, the underside of the wings and the upper part of the cowlings where they met the wing fairing. The wingtip navigation lights and the odd little 'window' in the leading edge of the upper fin were added at this time from blocks cut from clear sprue subsequently filed and sanded to shape. I also added the tiny little T-shaped formation lights in the extreme wingtips made from thin plastic rod.



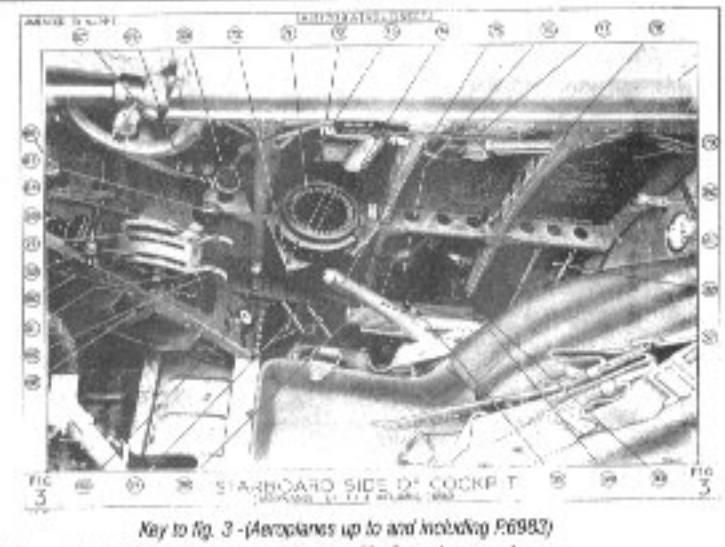
Key to fig. 1 -(Aeroplanes up to and including P6983)

1. *Airscrew speed controls (port and starboard)*
2. *Mixture control*
3. *Rudder bar pedal*
4. *Undercarriage and tail wheel position indicator*
5. *Throttle controls (port and starboard)*
6. *Change-over switch for undercarriage position indicator*
7. *Main switch for undercarriage position indicator*
8. *Ventilator lever*
9. *Clock*
10. *Dimmer switch for cockpit lamp*
11. *Magneto switch*
12. *Oxygen regulator*
13. *Navigation lamps switch*
14. *Instrument-flying panel*
15. *Fire extinguisher pushbuttons (shielded - port and starboard)*
16. *Dimmer switch for reflector gun sight*
17. *Reflector gun sight mounting*
18. *Cockpit lamps*
19. *Reflector gun sight socket*
20. *A.S.I. correction card holder*
21. *Engine speed indicators (port and starboard)*
22. *Dimmer switch for cockpit lamp*
23. *Boost gauges (port and starboard)*
24. *Oil temperature gauges (port and starboard)*
25. *Fuel contents gauge*
26. *Oil pressure gauges (port and starboard)*
27. *Selector and push switches for fuel gauge*
28. *Coolant temperature gauges (port and starboard)*
29. *Flaps and undercarriage control quadrant*
30. *Position for hydraulic gun-cocking control (when fitted)*
31. *Camera gun footage indicator*
32. *Seat*
33. *Engine data plate*
34. *Control column*
35. *Brakes lever*
36. *Cannon firing pushbutton*
37. *Carburettor cut-out controls*
38. *Cockpit heating control*



Key to fig. 2 -(Aeroplanes up to and including P6983)

1. *Airscrew controls (port and starboard)*
2. *Mixture control*
5. *Throttle controls (port and starboard)*
39. *Hydraulic accumulator pressure gauge*
40. *Camera gun master switch*
41. *Control locking clip (port)*
42. *Master contactor switch*
43. *Remote contactor switch*
44. *Hydraulic systems pressure gauge*
45. *Wireless remote controller*
46. *Ammeter*
47. *Voltmeter*
48. *Engine starting pushbuttons (shielded - port and starboard)*
49. *Generator field switch*
50. *Port fuel tank cock control*
51. *Starboard fuel tank cock control*
52. *Landing lamp switch*
53. *Rudder trimming tab handle*
54. *Elevator trimming tab position indicator*
55. *Elevator trimming tab handwheel*
56. *Landing lamp dipping lever*
57. *Sutton harness*

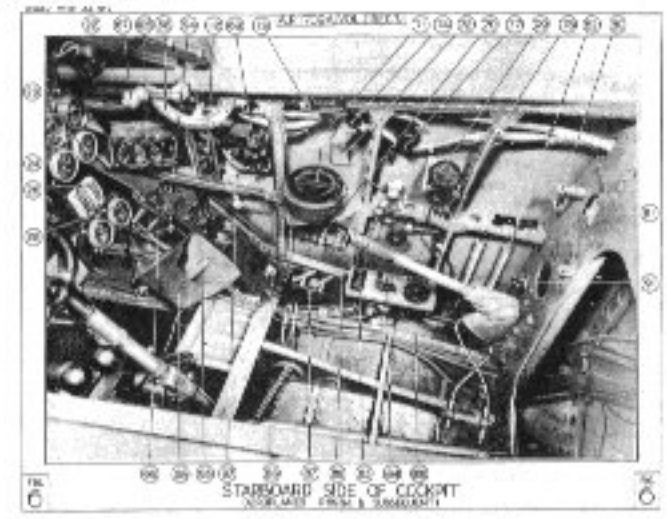


Key to fig. 3 -(Aeroplanes up to and including P6983)

29. *Flaps and undercarriage control quadrant*
57. *Sutton harness*
58. *Map case*
59. *Booster coil switches (port and starboard)*
60. *Stowage for camera gun footage indicator socket*
61. *Flaps emergency lowering control*
62. *Flaps control lever*
63. *Pressure head heater switch*
64. *Undercarriage emergency lowering control*
65. *Undercarriage and tail wheel control lever*
66. *Ventilator lever*
67. *Hood operating handle*
68. *Hood-handle locking quadrant*
69. *Signalling switchbox*
70. *Spare filaments for reflector gun sight (hidden by compass)*
71. *Compass*
72. *Compass deviation card holder*
73. *Sutton harness release*
74. *Lamp for compass*
75. *Height adjustment lever for seat*
76. *Course and height indicator stowage*
77. *Dimmer switch for compass lamp*
78. *Control locking clip (starboard)*
79. *Panel removal precautions plate*
80. *Emergency air cylinder inflation valve*
81. *Emergency air cylinder pressure gauge*
82. *First-aid outfit stowage*
84. *Suction pump change-over control*
85. *Suction gauge (hidden by seat adjustment lever)*
86. *Hydraulic hand pump handle (shown fitted)*
87. *Flare release controls*
88. *Rudder bar adjustment*

Key to fig. 5 -(Aeroplanes up to and including P6983)

1. *Airscrew controls (port and starboard)*
2. *Mixture control*
5. *Throttle controls (port and starboard)*
20. *A.S.I. correction card holder*
38. *Cannon firing pushbutton*
39. *Hydraulic accumulator pressure gauge*
40. *Camera gun master switch*
42. *Master contactor switch*
43. *Remote contactor switch*
44. *Hydraulic systems pressure gauge*
45. *Wireless remote controller*
46. *Ammeter*
47. *Voltmeter*
48. *Engine starting pushbuttons (shielded - port and starboard)*
50. *Port fuel tank cock control*
51. *Starboard fuel tank cock control*
53. *Rudder trimming tab handle*
54. *Elevator trimming tab position indicator*
55. *Elevator trimming tab handwheel*
56. *Landing lamp dipping lever*
92. *Flap control lever (hidden by spade grip) see fig.5*
93. *Undercarriage control lever (hidden by spade grip) see fig.5*
98. *Booster coil switches (port and starboard)*
100. *Cine camera control pushbutton*
101. *Landing lamp switch*
106. *Pressure head heater switch*
107. *Microphone-telephone socket*



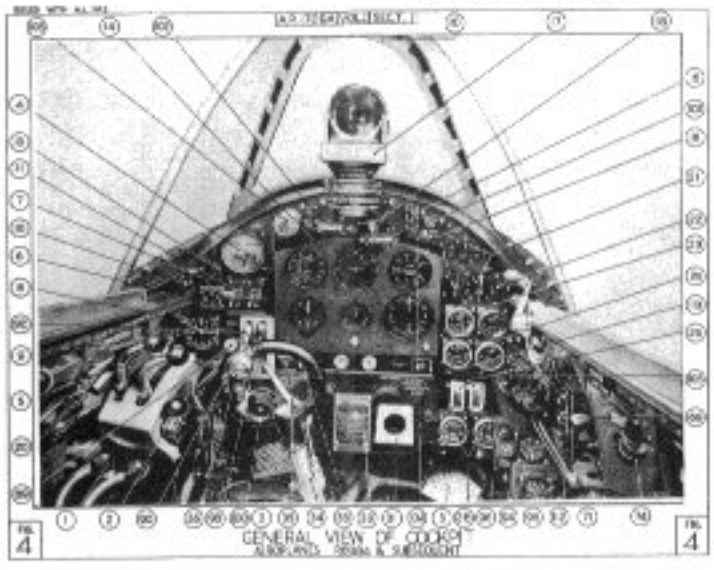
Key to fig. 6 -(Aeroplanes up to and including P6983)

22. *Dimmer switch for cockpit lamp*
23. *Boost gauges (port and starboard)*
24. *Oil temperature gauges (port and starboard)*
26. *Oil pressure gauges (port and starboard)*
28. *Coolant temperature gauges (port and starboard)*
58. *Map case*
67. *Hood operating handle*
68. *Hood-handle locking quadrant*
69. *Signalling switchbook*
70. *Spare filaments for reflector gun sight*
71. *Compass*
72. *Compass deviation card holder*
73. *Sutton harness release*
74. *Lamp for compass*
77. *Dimmer switch for compass lamp*
78. *Control locking clip (starboard)*
80. *Emergency air cylinder inflation valve*
81. *Emergency air cylinder pressure gauge*
82. *First-aid outfit stowage*
84. *Suction pump change-over control*
85. *Suction gauge*
86. *Hydraulic pump handle*
87. *Flare release controls*
88. *Rudder bar adjustment control*
91. *Clip for stowage of hydraulic pump handle*
94. *Port tank fuel contents gauge*
95. *Starboard tank fuel contents gauge*
96. *Carburettor cut-out controls*
97. *Fire extinguisher pushbuttons*
98. *Pneumatic cannon-firing and cine camera pressure*
108. *Oxygen regulator*
109. *Airscrew de-icing control rheostat*
112. *R.3003 switch and pushbuttons*

Pilot's Notes

THE WHIRLWIND I AEROPLANE TWO PEREGRINE I ENGINES

(©Crown Copyright)



Key to fig. 4 -(Aeroplanes up to and including P6983)

1. *Airscrew speed controls (port and starboard)*
2. *Mixture control*
3. *Rudder bar pedal*
4. *Undercarriage and tail wheel position indicator*
5. *Throttle controls (port and starboard)*
6. *Change-over switch for undercarriage position indicator*
7. *Main switch for undercarriage position indicator*
8. *Ventilator lever*
9. *Clock*
10. *Dimmer switch for cockpit lamp*
11. *Magneto switch*
12. *Oxygen regulator*
13. *Navigation lamps switch*
14. *Instrument-flying panel*
15. *Fire extinguisher pushbuttons (shielded - port and starboard)*
16. *Dimmer switch for reflector gun sight*
17. *Reflector gun sight mounting*
18. *Cockpit lamps*
19. *Reflector gun sight socket*
20. *A.S.I. correction card holder*
21. *Engine speed indicators (port and starboard)*
22. *Dimmer switch for cockpit lamp*
23. *Boost gauges (port and starboard)*
24. *Oil temperature gauges (port and starboard)*
25. *Fuel contents gauge*
26. *Oil pressure gauges (port and starboard)*
27. *Selector and push switches for fuel gauge*
28. *Coolant temperature gauges (port and starboard)*
29. *Flaps and undercarriage control quadrant*
30. *Position for hydraulic gun-cocking control (when fitted)*
31. *Camera gun footage indicator*
32. *Seat*
33. *Engine data plate*
34. *Control column*
35. *Brakes lever*
36. *Cannon firing pushbutton*
37. *Carburettor cut-out controls*
38. *Cockpit heating control*
63. *Signalling switchbox*
71. *Compass*
74. *Lamp for compass*
89. *Flap emergency lowering control*
90. *Undercarriage emergency lowering control (hidden by spade grip)*
92. *Flap control lever (hidden by spade grip) see fig.5*
93. *Undercarriage control lever (hidden by spade grip) see fig.5*
94. *Fuel contents gauge (port tank)*
95. *Fuel contents gauge (starboard tank)*
96. *Carburettor cut-out controls*
100. *Cine camera control pushbutton*
102. *Station-keeping lights port switch*
103. *Station-keeping lights starboard switch*
104. *Recognition-lights starboard switch*
105. *Oxygen regulator*
108. *Windscreen de-icing pump*
110. *Rear view mirror (at the top of cockpit hooding)*
111. *Automatic recognition device control*
112. *R.3003 switch and pushbuttons*
113. *Fuel pressure indicators*

Final assembly prior to overall painting then consisted of adding the smaller fittings, which included the housings for the Fowler flap rails and the two prominent bulges under the fuselage, one for the camera gun and the other for the spent cartridge cases. I also added the bomb racks at this time, though they turned out to be extremely fragile and would have been better left until after the decaling was completed. All these items are supplied as resin castings and I used Gel-type cyanoacrylate throughout. The injection moulded aerial mast and pitot head (on top of the fin) were also added before final painting.

Painting notes

Damp tissue was used to plug the cockpit opening before the entire model was sprayed with Halfords Acrylic Primer, then the windscreen (already masked with strips of masking tape and Maskol) was fitted using Humbrol Clearfix as an adhesive. One or two small areas showed up as needing a little more filler, and these were corrected by painting them over with Tippex correcting fluid and quickly wiping off the excess with a water-moistened cotton bud.

The canopy area and the undercarriage bays were sprayed with RAF Interior Green from the AeroMaster range of acrylic paints, and then RAF Sky applied to the spinners and the rear fuselage. The leading edges of the wings outboard of the engines were sprayed with Insignia Yellow from the ModelMaster acrylic range, as were the propeller tips. I then masked off the leading edges and the propeller tips with tape, and a strip of tape 3/8 inch (9.5mm) wide was wrapped around the rear fuselage for the fighter identification band. The entire underside was then sprayed with Medium Sea Grey (AeroMaster), these paints being used for almost the whole model, because I had to concoct my own version of 'Mixed Grey' for the uppersurfaces. I understand that this colour was (literally) mixed on site from the formula of seven parts Medium Sea Grey with one part of Night Black. After some empirical measuring I worked out a mixture of 5 ml of AeroMaster MSG, diluted as required with distilled water for spraying, mixed with 14 drops of Matt Black from a ModelMaster acrylic pouch (which was already to hand as it was used to paint the propeller blades). In spraying terms it worked perfectly and I'll leave an assessment of the resulting colour to the reader (though to be honest it looks OK to me).(Note that 'Mixed Grey' is available as an acrylic in the LifeColor range - Ed)

One point to note at this time is the demarcation between the upper and lower surface colours, for it is unusual in that it runs through the middle of all the undercarriage doors.

The camouflage pattern on the uppersurface was then outlined with thin rolls of Blu-Tac filled in with masking tape. This is a very neat method as it allows the modeller to introduce 'slightly soft' demarcations between the colours, which was appropriate for these RAF aircraft where the pattern was set out by the paint sprayers draping pre-cut mats of thick fabric over the aircraft. The final colour applied was RAF Dark Green.

With all the masking removed (save that over the cockpit canopy and other transparencies) the whole model was sprayed with a good coat of Johnsons Klear floor polish to take the decals. These look absolutely terrific with the sometimes problematical RAF Sky shade of the codes matching perfectly with the AeroMaster paint. They settled into place perfectly with light applications of MicroSet and MicroSol, in no way obscuring the incredibly fine surface detailing. There was only a hint of silvering around some of the bonding marks where I have to admit I over-soaked the decals in the first place. Finally the model was sprayed with Matt Varnish from the ModelMaster Acrylic range and the decals ended up looking like paint. One minor yet important task was to give the lenses of the navigation lights a coat of gloss varnish, which brought them up to an acceptable finish.

Final assembly

This started with of the addition of the undercarriage and undercarriage doors. I was impressed by the amount of detail on the undercarriage legs but remain confused by the way in which they're shown as four-piece items in the instructions (main leg in two halves and with separate retraction struts) while in the kit they are in two pieces, each half of the inverted U-shape main leg having the strut attached. Separate struts may have made installation a little easier in that I wouldn't have had to keep on bending the strut back and forth to get the angle right.

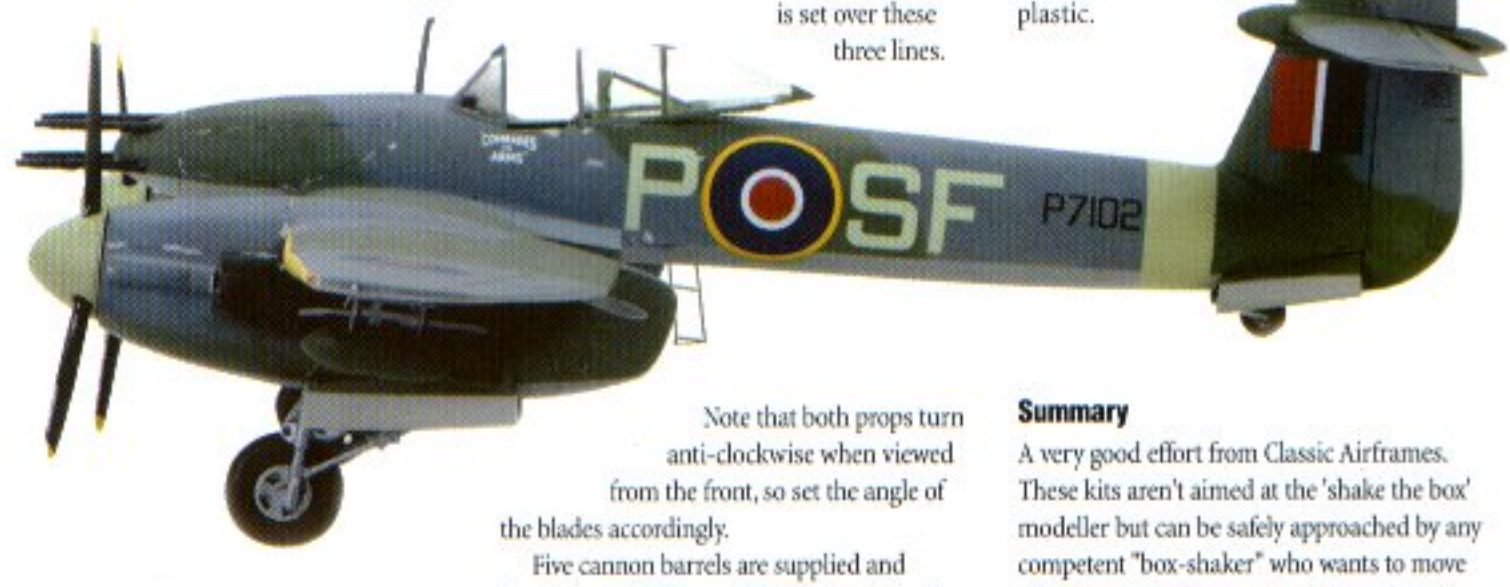
Each cast resin main wheel is trapped between the legs and as they come the legs end up being forced in to meet the wheel hub. With hindsight I'd suggest carefully filing back the join (in the arch of the 'U') until the legs can meet the wheel hub without bending. The undercarriage is one of the few areas that has any locating guides, so it's not too difficult to install. Alas the same cannot be said of the undercarriage doors for they only fit where they touch.

The propellers feature cast resin spinners with injection moulded plastic blades and one problem is making sure each spinner fits centrally on the spindle moulded on the nacelle front. I measured the diameter, halved it and set an Olfa circle cutter to this dimension so that a disc of masking tape could be cut out. This was stuck to the back of the spinner casting and the true centre of the spinner disc was then fairly obvious. Making sure that the prop blades are set at the correct angle is also very important, to do this you just take a piece of paper and with a child's protractor mark three lines at 120° on it. These will guide the angle of the blades when the spinner is set over these three lines.

Note that both props turn anti-clockwise when viewed from the front, so set the angle of the blades accordingly.

Five cannon barrels are supplied and they're beautifully moulded with restrained spring detail and even have opened out muzzles. After sawing them from their common casting block they can be super-glued into place with care being needed to get them pointing in the right direction. I used Humbrol Metalcote Gunmetal on mine for although it's an 'oldie' I still think it's a goody. No bombs are supplied in the kit so I filled the racks with the 500lb bombs from a Hasegawa Typhoon kit. Four small exhaust extensions are provided, but only two of these are needed on the inboard exhaust. I painted mine with Metalcote 'Polished Steel' and gave them a dusting with Xtracolor Exhaust at the same time as the model was given some smoke staining.

The sliding part of the canopy was fixed in place with Humbrol Clearfix and the function of the small etched brass parts PE 19 and PE 5 became obvious, for they form the rear canopy rails and lift the rear of the canopy to the proper angle. One final brass part had to be added, and that was the long access ladder to the left side of the fuselage. Finally the aerial was added from heat-stretched clear sprue glued in place with Clearfix which was eventually shrunk to perfect tension by waving a heated knife blade close to the strand of plastic.



Summary

A very good effort from Classic Airframes. These kits aren't aimed at the 'shake the box' modeller but can be safely approached by any competent "box-shaker" who wants to move slightly outside the security of the oriental injection-moulded masterpiece. I'd suggest these kits are much like the highest quality mixed-media vac-forms but with the major parts moulded on a sprue, which reduces the workload enormously.

I like this Whirlwind. According to the drawings by Richard Caruana it's spot on in dimension and shape (even though the nose is far too short in the side view it's right in the plan view) and it looks right. Classic Airframe's approach is a lot less daunting than the superb vac-form kit from Cooper Details, even though it doesn't have quite the same level of detail and accuracy, and this kit has therefore brought the 'Crikey' within the grasp of many more modellers.

My thanks go to Classic Airframes for the opportunity to review this kit.

David Batt

Lightning Strike

1/48th SCALE

by Bill Clark

AIRFIX AEROCLUB

Part 2: 'T-Birds are GO!'

Introduction

The Lightning two-seater trainer was remarkable, in that the addition of an extra seat only added an extra 18" to the width of the nose! The initial version the T Mk 4 was based on the F Mk 1a, and joined front-line service in 1963, three years after the single-seater. All front line squadrons received at least one example, with the bulk being delivered to the Lightning's training unit, No. 226 OCU. As soon as the F Mk 3 entered service, in 1965, replacing the F Mk 1 and F Mk 1a, so too did the upgraded two-seater, the T Mk 5. Again at least one example was issued to each squadron with the OCU and the Lightning Training Flight (LTF) received the bulk.

The export version, the T Mk 55, was based on the F Mk 53/F Mk 6 and served with both the Royal Saudi and Kuwaiti Air Forces. The T Mk 55 was a luxury that the RAF could not afford, so they therefore soldiered on with the T Mk 5, in support of the F Mk 6 right up until the bitter end!

As with the single seater Lightnings, the early T-Bird's received equally colourful markings, normally featuring the same gaudy schemes, with additional 24' yellow 'T-Bands' (Trainer Bands) around the wings and rear fuselage, although some of No. 226 OCU/145 (Shadow) Squadrons T Mk 5s had theirs, briefly, in day-glo orange.

It is of course well documented that the hierarchy were none too pleased with these highly colourful war machines, so from 1966 onwards such schemes became a thing of the past.

Nose markings generally remained unaltered, but the highly colourful tails and fins lost their paint schemes, with unit markings greatly reduced in size.

T Mk 4s serving with RAF Germany's Nos. 19 and 92 Squadrons, received a Dark Green 'over-coat' on their upper surfaces in the early 1970's. The T Mk 5s with Nos. 5 & 11 Sqns., and the LTF had their upper surfaces camouflaged, from 1975/6 onwards in Dark Sea Grey and Dark Green. Eventually the T Mk 5s still remaining at Binbrook in the 1980's received the toned-down Air-superiority three-grey scheme.

Lightning T-Bird kits

Over the years there have been a few attempts at portraying the Lightning two-seaters in 1/72nd scale. Apart from one injection moulded kit, Matchbox's T Mk 55, all have been conversions, using Airfix's antiquated F.1a/F.3 as the basis. The best of these has undoubtedly been Aeroclub's T Mk 4/T Mk 5 vac-formed fuselage, as this is probably the most accurate Lightning fuselage in this scale. Other conversion sets have been issued by Airmodel and Flying High (or whatever they were/are called at the time!). There was also a conversion set designed by Modeldecal which as far as I am aware, never saw the light of day, despite there being an article in a very ancient Scale Aircraft Modeller magazine.

In the larger, 1/48th scale, Aeroclub released their T Mk 4/T Mk 5 mixed-media kit, which followed the same format as their single-seater kits. This has now been superseded by their conversion set, in limited run injection moulded plastic and white metal.

Either the T Mk 4 or T Mk 5 can be made using Airfix's F.1/F.1a/F.2/F.3 kit; alternatively an export T Mk 55 can be built using the F.2a/F.6. I had already built Aeroclub's mixed-media kit, as a T Mk 5, but was not very happy with the end result. This was down to my building skills (or lack of them!), and it was also apparent that when this model was placed next to Airfix's model, the differences, particularly regarding the wing, were very noticeable...

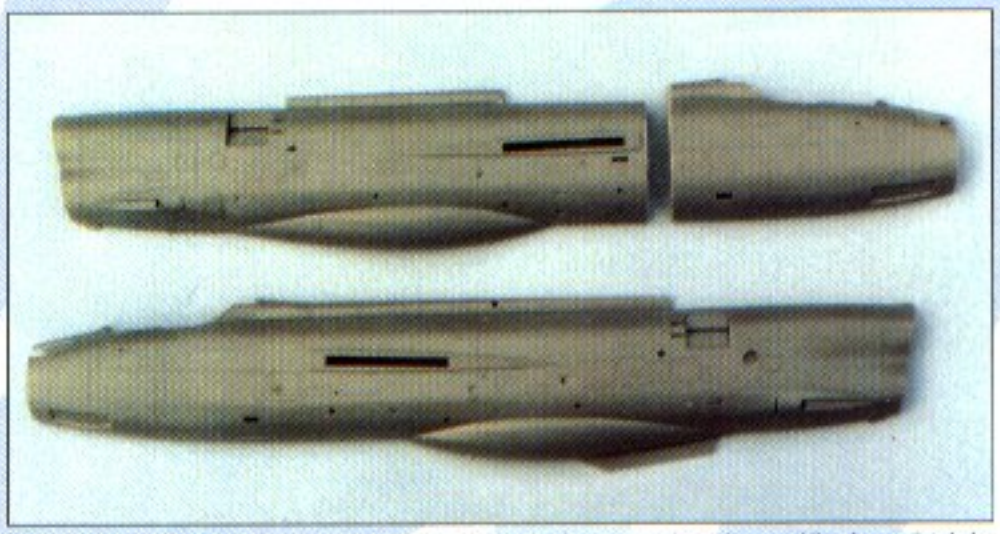
I had the luxury of a partly built Airfix test-shot kit, which was gathering dust at Peter's model shop. I made Peter an offer he couldn't refuse and decided to cross-kit this with the aforementioned T Mk 5. I removed the nose section and offered each to the other and the nose was far wider than the fuselage. As I had already committed myself to this conversion (well, I could hardly re-join the two kits again!) I resolved this by

Aeroclub's conversion comprising four plastic pieces (nose halves, cockpit floor and rear bulkhead), white metal seats, control columns, radar scope, consuls and instrument panel and two vac-formed canopies

Construction commenced with the cockpit. Here Aeroclub's floor and rear bulkhead have been joined, with added detail/plumbing from plastic card and rod

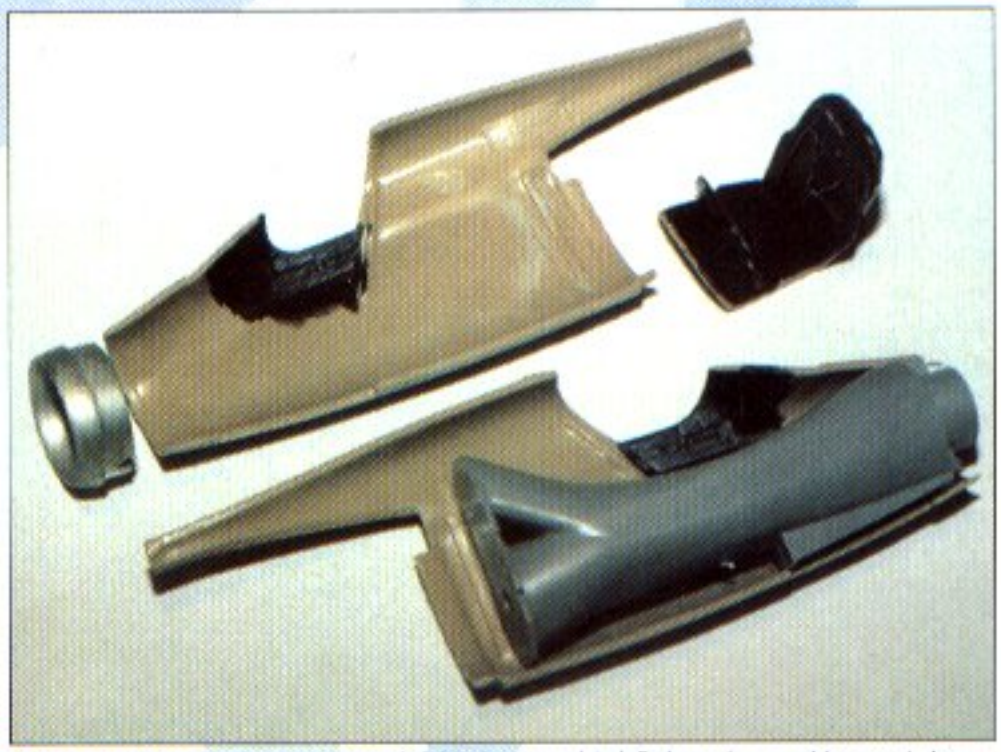
The cockpit tub added. A fair amount of metal from the instrument panel required removing to ensure a good fit. The added details have been given a dry-brush of light-grey

White metal side consoles are supplied and these simply fit into the curvature of the fuselage



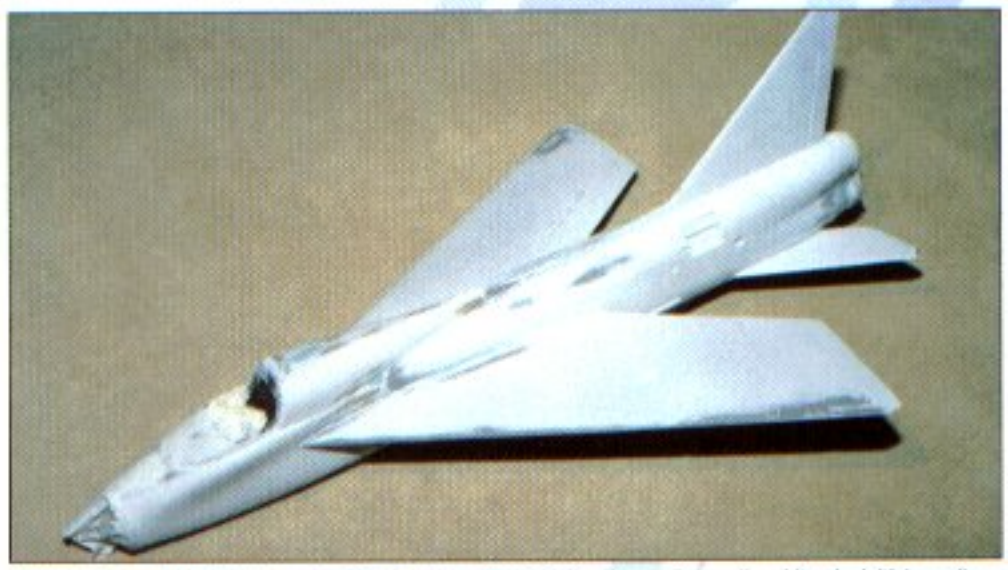
Go to the butchery! Airfix's fuselage requires the removal of the nose along the panel line immediately in front of the wing root. Note here the extent of the fuselage spine requiring removal

Aeroclub's nose is offered up to the Airfix rear fuselage. This proved a good fit, although the rear portion of the spine didn't quite fit

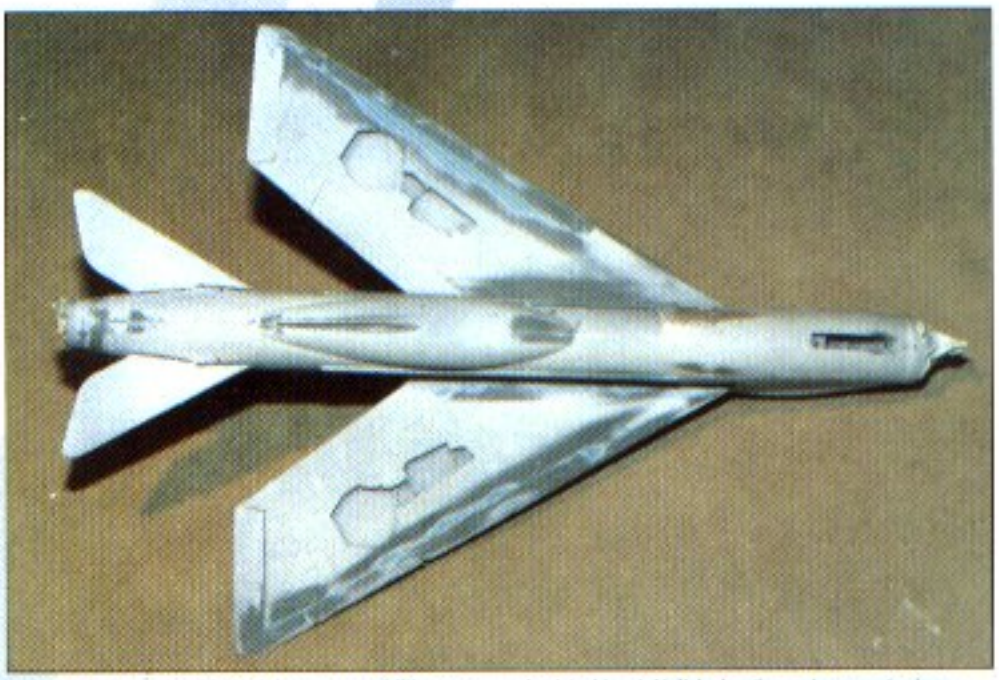


Prior to attending to the fuselage, the cockpit interior was painted. Early versions would appear to have been finished in a black overall finish, but later versions would have been in a medium grey finish. Note here Aeroclub's white metal nose ring and Airfix's trunking assembly

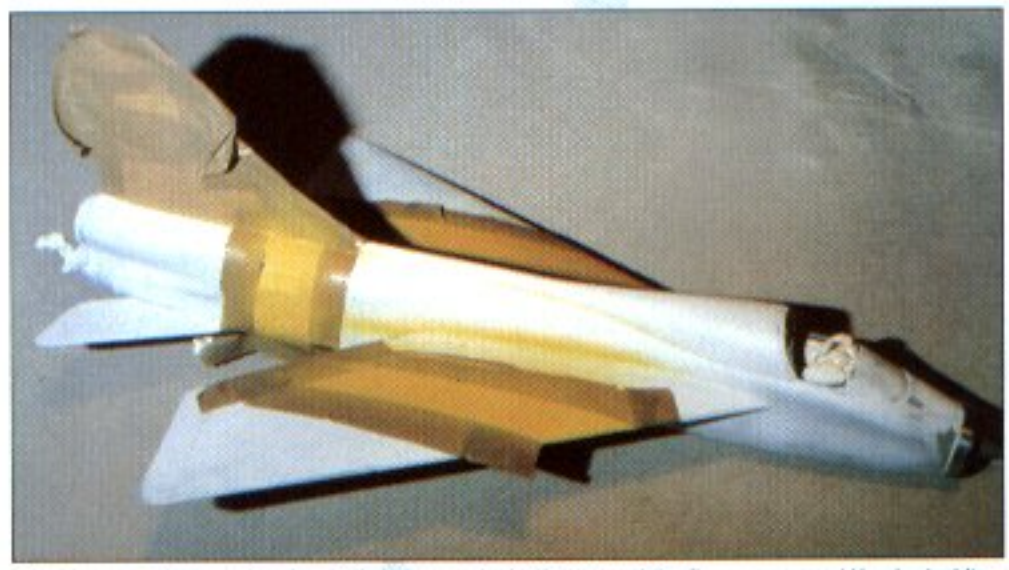
So far so good! The yellow tape is holding the spine down while the glue required at the fuselage join sets



With the wings added, it was on to Painting stage No.1, Halford's smelly acrylic white. An initial sanding down was followed by a further application of filler and another sanding down



A view of the underside; a fair amount of filler was required to blend Airfix's leading edges and wings.



I decided to apply the trainer bands first. The masked-off areas and the fin were sprayed Humbrol white (No. 130) to give a better base. Humbrol's Matt Yellow was used for the yellow

sticking the single-seater nose back on, cutting out a section to accommodate Aeroclub's resin tub, and adding lots of plastic card and Milliput. The end results are seen in the accompanying photographs, and while I was quite pleased with them, couldn't have faced the same job again! Luckily Aeroclub's conversion set saved me another (expensive) and involved task in modelling another T-Bird.

This conversion really is about as easy as they come! So read on…

Construction

Construction commenced in time-honoured fashion with the cockpit.

Aeroclub's set consists of a two-piece cockpit tub, two nose halves, incorporating the fuselage 'hump' in limited run injection moulded plastic with white metal detail. The later material is used for the instrument panel, side wall panels, control columns, ejection seats and radar scopes.

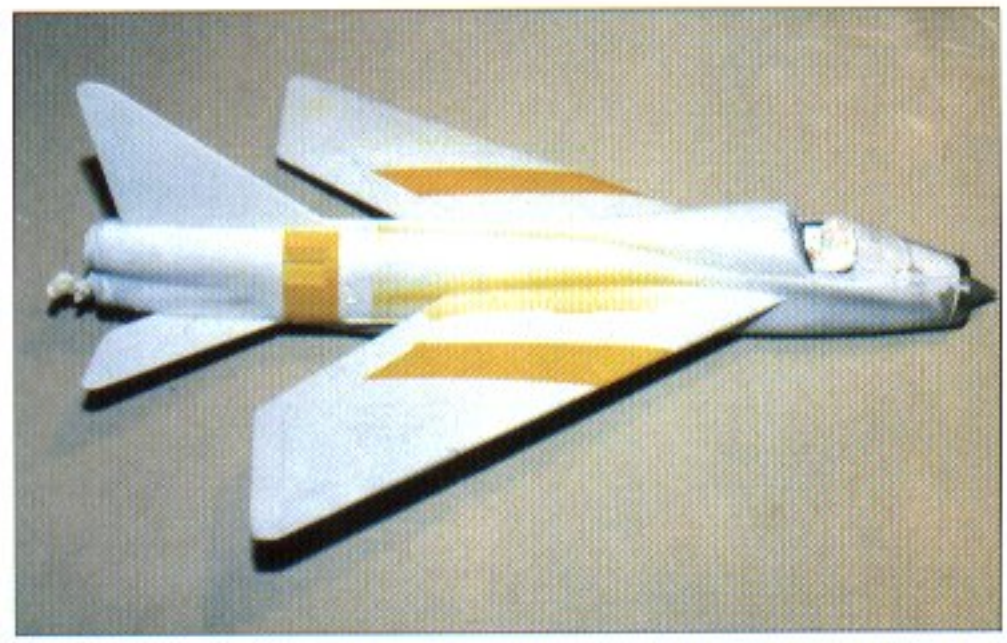
Although metal ejection seats are supplied and even though they may lack the finesse of the resin examples, they can be greatly enhanced by the use of harnesses and webbing. They also add some more all important nose-weight, although due to the weight of the metal nose ring in this set, they were not urgently required. I have stored the metal seats away safely and will use them accordingly in future. For this conversion I decided to use a couple of Airfix seats suitably detailed, one from the kit itself and one from the spares box. Airwaves resin seats would have been my preferred option, as all you have to do is paint them! but the manufacturer was unfortunately out of stock at the time of building.

The rear bulkhead benefits from some extra detail, and this was added from heat stretched sprue, thin fuse wire and plastic rod, using Mark Attrill's excellent photos. It would appear that the T Mk 4 and T Mk 5 (and T Mk 55, I assume) cockpits differed, and as far as I can ascertain Aeroclub's conversion depicts the T Mk 5. Mine was built as supplied though, because the only internal references available were for a T Mk 5s so I can't profess that it's that accurate!

Fuselage

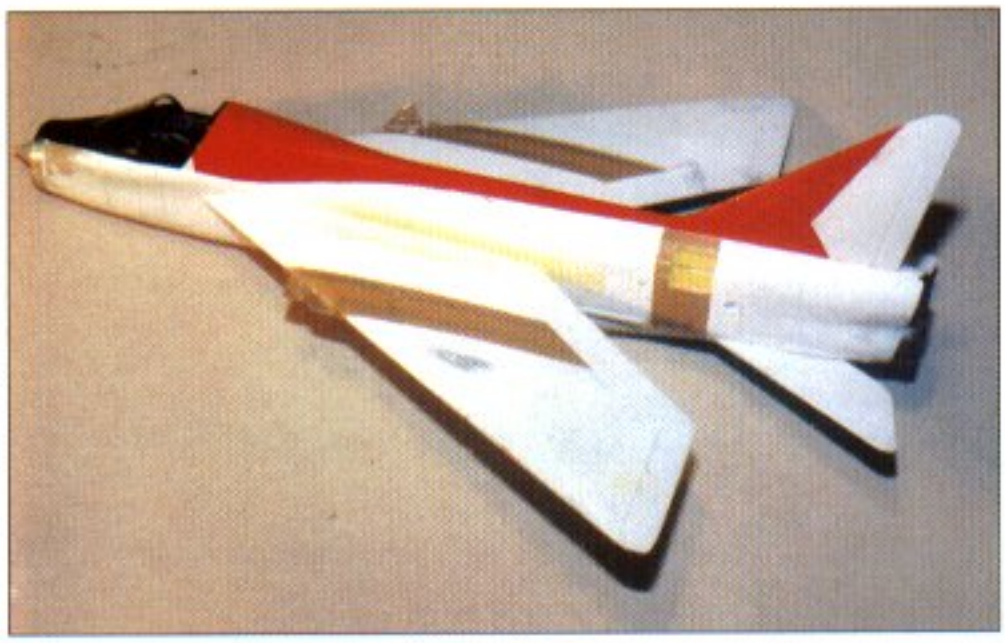
As I said earlier, this conversion is about as easy to use as possible! Aeroclub's parts are a near perfect match to Airfix's fuselage, although care was required when removing the portion of spine to accommodate the larger T-Bird's hump. Very little filler was required here, just a smear along the hump/fuselage join. Aeroclub's plastic features recessed panel lines, which don't quite match the finesse of Airfix's parts. This is of course due to the processes involved in manufacturing limited run types, so I carefully re-scribed the panel lines, which did help.

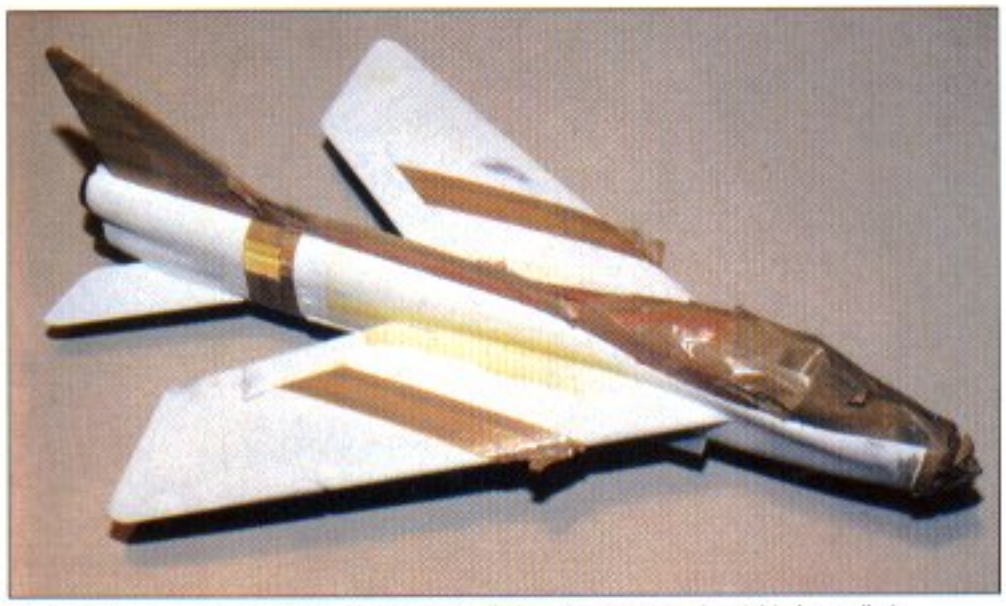
It was a straightforward task to remove the nose from Airfix's fuselage. Aeroclub describe the exact location where this cut is to be made, although some additional plastic required removal from the inner rims of the Airfix fuselage to ensure a snug fit. The cockpit tub was added along with the intake trunking and the two halves joined. The white metal intake ring also required the removal of a fair amount of material to enable it to fit. This was easily sanded down to ensure a flush join.



The masking tape removed ....

...and more added, ready for the red





With the red applied, the masking has been re-applied to allow the natural metal to be applied

Wings

Airfix's wings require a great amount of TLC to whip them into shape. I described in greater detail how I managed a reasonable result in part one, but for the benefit of readers that have not read this, of the five Airfix Lightnings I've now made, not one pair of wings have fitted together painlessly! I've had to resort to adding plastic card tabs to the lower wing sections to aid alignment, and generally bash them into an acceptable shape.

Other Airframe additions

The airbrakes are separate and there is the option to portray these open, despite the fact that they were very seldom seen open when the aircraft was parked. I therefore decided to leave mine open, to add a dash of colour, with the silver bay visible under the ajar yellow air-brake.

Stores

Lightnings were not renowned for featuring much in the way of offensive stores! A pair of missiles (The Firestreak on both T-Bird variants, and the Red Top on the T Mk 5 only) was all, although both could have theoretically (it is extremely doubtful if any production T-Bird actually did) feature the lower cannons, that the F.2 and F.2a occasionally had, either side of the nose wheel bay. Both marks could also carry the in-flight refuelling probe, although judging from photographic evidence, it appears that this was very rarely used on the T Mk 4.

Painting & Decals

I decided that my T Mk 4 would have to be as colourful as possible. I therefore chose

The canopy has received some internal detailing, as have the pair of Airfix seats. I relied heavily on Airfix's decal sheet for the major portions

I used Xtracolor's aluminium and 'Shiny Steel' for the metal shades

Decalling has commenced, using Aeroclub's decal sheet, which is not included in the kit but available separately

XM969/'969' of No. 226 OCU/145 (Shadow) Squadron, as based at Coltishall in 1964. The decals for this machine came from Aeroclub's mixed-media kit decal sheet, although this is now available separately from them.

The overall scheme consisted of natural metal fuselage and wings, with Xtracolor's aluminium being used as the basis. The aforementioned yellow 'T-Bands' were applied on the wings and fuselage and the spine was red with white segments.

An overall coat of Halfords white acrylic primer was applied with the inevitable imperfections attended to. The nose ring was polished and the black anti-glare panel applied followed by the yellow 'T-Bands'. Gloss white was applied to the fin and spine and this was in turn followed by Humbrol's gloss red. With all areas suitably masked the 'natural metal' was applied.

A coat of Johnson's Klear floor-wax was liberally applied by brush and the decals followed. All stencils and national markings were taken from the kit with the previously mentioned decals from Aeroclub's sheet. The 'bite' segments on the fuselage hump were portrayed by triangles cut from a white decal sheet. The tail pipes, highly polished retaining figure-of-eight ring was represented by tin-foil. With the seats, canopy and Firestreaks added a thin coat of Superscale's Semi-Matt varnish finished the model

off.

Lightning!

My thanks to English Electric for designing it, BAC/BAe for making it, the RAF/RSAF & Kuwaiti AF for using it, Airfix for 'kitting' it (at long last) and Aeroclub for producing the T-Bird conversion set and for supplying it for this article (This is a sure-fire winner John!). Thanks also to Mark Attrill, whose photo's provided excellent encouragement. Its a shame I couldn't convert his visual images into something more three-dimensionally substantive!

Providing you can make the Airfix kit, then this conversion is a doddle and it is very highly recommended to novice and experienced modellers alike

Thunderbolt!

Thanks do not go to the Civil Aviation Authority (as they won't allow a flying example to shatter the peace of a display afternoon or to grace our skies), or to 1/72nd scale kit manufacturers (as they haven't issued a decent one, yet, and I've got stacks of Modeldecal/Xtradecal sheets awaiting that day!)

Bill Clark

'(T-) Birds of a feather'. About twenty years separate the two schemes depicted here, the LTF's camouflaged T Mk 5 is in need of a little repair!

One colourful Lightning to add to the collection

Israeli Air Force Kfir C1, C2 & C7

IAI Kfir C1, Nº 749 of the First Fighter Squadron, 1976 in the initial camouflage scheme. This was the first unit to be equioped with the type in April 1975 (Serial Nº 724)

IAI Kfir C1, Nº 709 of the Hornet Squadron, 1977. This was the second unit to receive the Kfir, replacing the Nesher in February 1976

IAI Kfir C1, Nº 716 of the Valley Squadron, 1976. This view shows the typical starboard pattern of the first style of camouflage. Colours were: FS.33531, FS.34277, FS.30219 for the uppersurfaces and FS.35622 for the undersides. Note addition of winglet slabs to air intakes (no airfoil)

IAI Kfir C1, Nº 729 of the Midland Squadron, 1982. Note revised ventral rear fin housing chaff dispensers and camera to C2 standard. Scrap view shows different rudder stripes on Nº 764 from the same unit

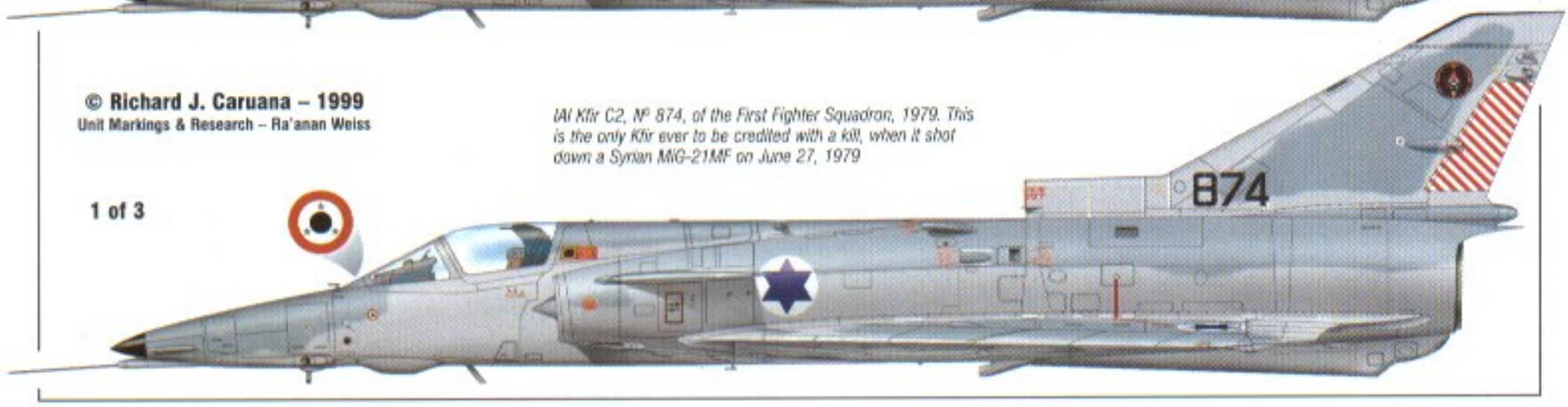
IAI Kfir C2, Nº 826, of the Arava Guardians Squadrons, 1982. Aircraft were painted in a 'Ghost' scheme of FS.36375 and FS.36320 with a mirror pattern port and starboard

© Richard J. Caruana – 1999

Unit Markings & Research – Ra'anan Weiss

IAI Kfir C2, Nº 874, of the First Fighter Squadron, 1979. This is the only Kfir ever to be credited with a kill, when it shot down a Syrian MiG-21MF on June 27, 1979

1 of 3



Kfir C2 N° 855 still wearing the initial style of 'desert' camouflage, and carrying the highly visible yellow and black triangles on wings and tail. The striped rudder gives up this aircraft as belonging to the First Fighter Squadron, although the censor has painted out the skull fin marking

The Lion Club

IAI Kfir in Israeli Air Force Service

Developed under extremely strict security, Israeli's new super-fighter of the early 'seventies elicited widespread curiosity. Many were those who speculated that it was just a re-hash of the famous Mirage; nothing was farther from the truth. Richard J. Caruana, with extensive help from Ra'anan Weiss of IsraDecal, provides readers of SAMI an extensive look at the Kfir, the 'Lion Cub' which became the Israeli Air Force's best ground-attack platform for many years.

For many years, France was the main supplier of weaponry to the Israeli Air Force (IAF) including aircraft such as the Ouragan, Mystère, Vautour, and the outstanding Mirage IIICJ in the early 1960s. The Mirage, which formed the backbone of the IAF during the Six-Day War of 1967 (by which time it was also being employed in the ground-attack role) became much loved by its pilots, and was also to prove of vital importance during the Yom Kippur War of 1973.

Soon after the introduction of the Mirage IIICJ in IAF service, combat experience had already proved its adaptability in air-to-ground operations. So much so, that the IAF presented Marcel Dassault a specification detailing a number of modifications to both airframe and systems which it wanted incorporated into a new version, confirming its intentions with an order for 50 aircraft of what was to become the Mirage V. On the eve of the Six-Day War in 1967, France imposed an arms embargo on Israel, and although the Mirage V order was nearing completion, their delivery was stopped, payments deposited on the order were returned to Israel and the aircraft delivered to the Armèe de l'Air.

This event convinced Israel of the urgent need to expand its aircraft industry with the possibility of reaching self-sufficiency. An overhaul programme was initiated to extend the operational life of the Mirages IIICJ then in service, with each aircraft going through a complete remanufacture receiving a number of modifications and improved systems in the process. This provided engineers at the Israeli Aircraft Industries Ltd (IAI) with extensive knowledge of the Mirage while Dassault's engineering drawings of the Mirage V were 'acquired' through the industrial espionage network; a full set of manufacturing drawings for the Snecma Atar 9C-3 was handed over to Israel by Alfred Frauenknecht, who later paid for his deed by spending four years in a Swiss prison. IAI went on to produce the engine at its Bet-Shemesh facility and the Atar 9C went into the remanufactured Mirage IIICJ. It was also fitted to a modified version of the Mirage which brought it close to the Mirage V standard, named 'Nesher' (Eagle).

Flying for the first time in September 1969, the Nesher was the first jet fighter completely manufactured by the IAI, and deliveries commenced the following year. The new aircraft proved to possess excellent ground-attack capabilities and was equipped with a Martin Baker JM 6 zero-zero ejection seat, a pair of 30mm DEFA cannon and two 'Shafrir' (Dragonfly) Infra-Red missiles. These new aircraft went to rebuild Mirage IIICJ units whose strength had been depleted during the 1967 and 1970 wars. However it was during the 1973 Yom-Kippur War that the Nesher proved itself when it scored a quarter of the 450 enemy aircraft victories.

A Completely New Beast

Meanwhile, the IAF had accumulated considerable experience on the F-4 Phantom; interest centred around the J79 powerplant, which was found to be highly superior in many ways to the Atar, offering improved reliability and maintainability, 30% greater thrust and a 17% saving in fuel consumption. With over 60% of its components already being manufactured locally, it was the ideal candidate in a choice for the powerplant which was to be fitted to Israel's completely new fighter then undergoing Research and Development (R&D) under watertight security.

The most obvious first step was to modify an existing Mirage to take the J79; a two-seat Mirage IIIBJ (N°988), named 'Salvo', flew with a J79-GE-17 for the first time on September 21 1970, kicking off a three-year programme. This grafting process was no easy task, for General Electric's engine required 11% greater volume of air compared to the Atar, thus the Mirage's air intakes had to be enlarged. A titanium case around the J79 shielded the external fuselage skin of the engine's much higher operating temperatures, while additional ram cooling intakes were provided along many parts of the fuselage, together with a port at the base of the vertical fin, which was to become such a characteristic feature of the aircraft. Results proved IAI engineers right, a significant advance being registered over the Atar-powered Mirages.

Another Kfir from the First Squadron, N° 875, this time in the Air Superiority gray scheme adopted by most C2s in their mid-life

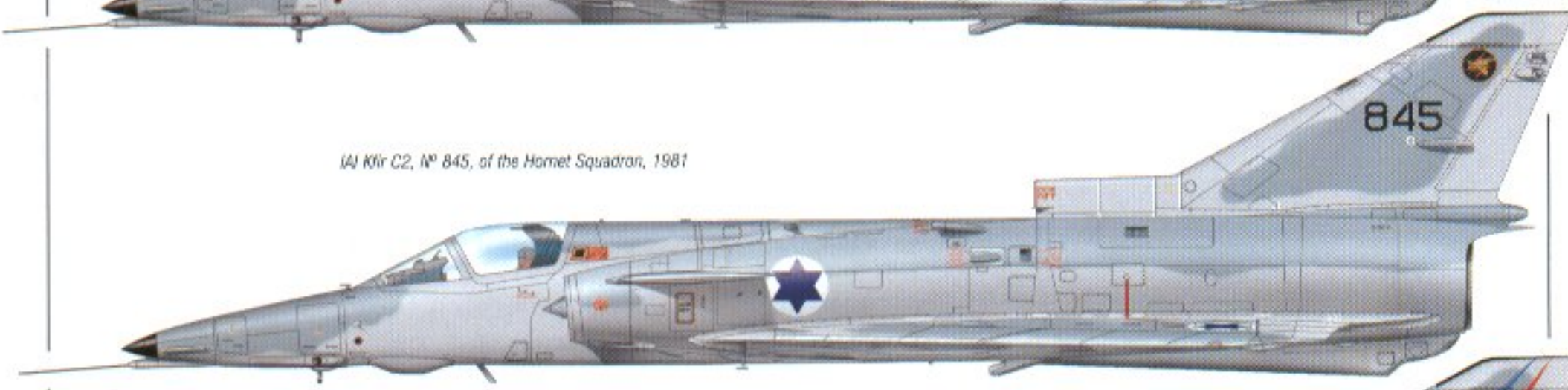
A J79-powered Nesher (N° 788), code-named 'Ra'am A', appeared next while the first true 'Kfir' (Lion Cub) flew for the first time in June 4 1973. A second modified Nesher (N° 712) joined the flying programme on August 7 1974, and during the following years the aircraft went through a series of modifications via a thorough development programme. A number of Kfir prototypes (which eventually totalled ten examples) were delivered to the IAF just before the 1973 war for evaluation.

Into Production and Further Development

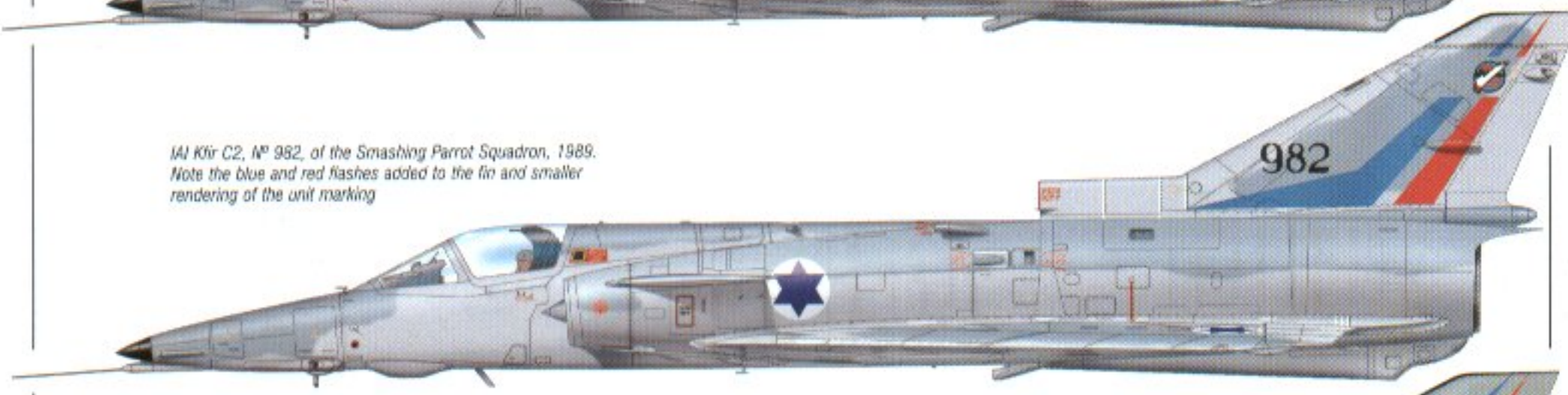
Modifying existing jigs and facilities to switch from Nesher to Kfir production presented few problems, with the first production example joining the IAF on April 14, 1975 at a ceremony held at IAI's Ben Gurion Airport facilities. This brought years of international speculation to rest while at the same time it sent a clear signal to all Israel's neighbours — and the US which was restricting delivery of some offensive weapons at the time — of its determination for self-defence and self-sufficiency. The Kfir C1 presented 270 engineering changes compared to the Nesher, giving it a higher volume of internal fuel, improved weapon capability, a completely revised cockpit with a Martin Baker Mk.10 ejection seat, strengthened longer-stroke main landing gears and totally new avionics of Israeli origin. It was presented as a single-seat multi-role air superiority and ground-attack fighter.

Israeli Air Force Kfir C1, C2 & C7

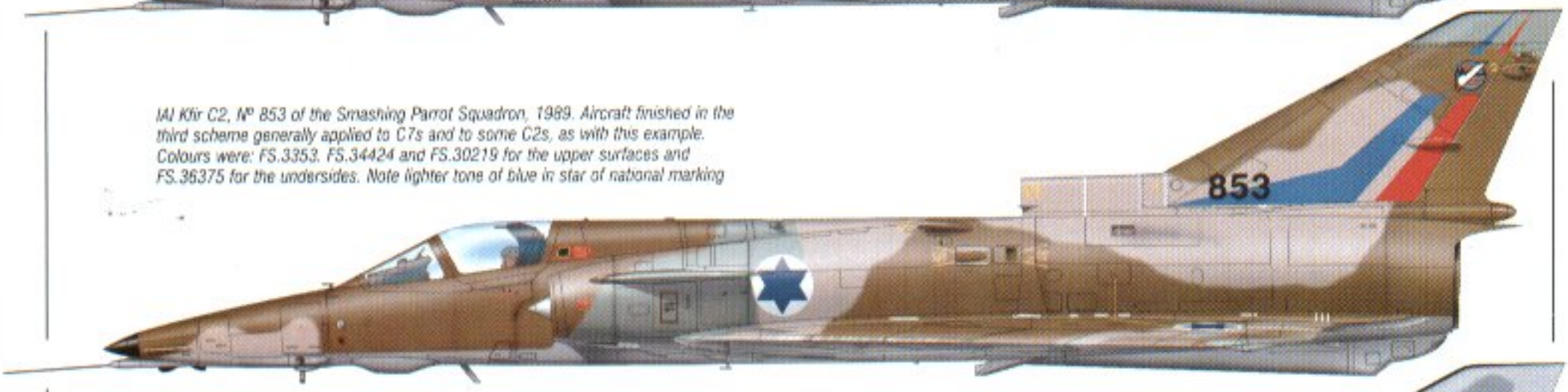
IAI Kfir C2, Nº 909, of the Smashing Parrot Squadron, 1981



IAI Kfir C2, Nº 845, of the Hornet Squadron, 1981

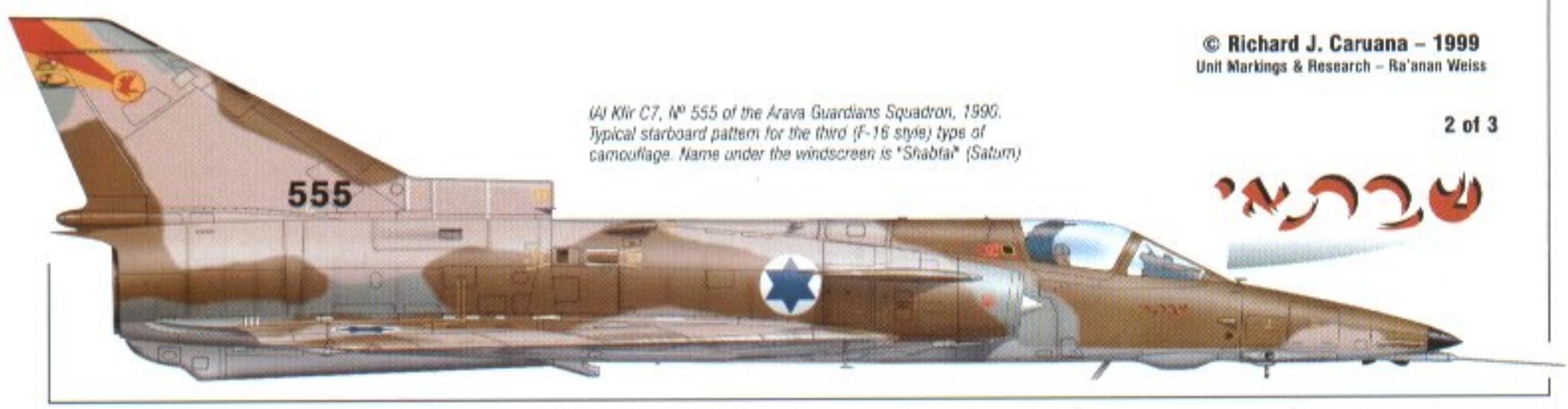


IAI Kfir C2, Nº 982, of the Smashing Parrot Squadron, 1989. Note the blue and red flashes added to the fin and smaller rendering of the unit marking



IAI Kfir C2, Nº 853 of the Smashing Parrot Squadron, 1989. Aircraft finished in the third scheme generally applied to C7s and to some C2s, as with this example. Colours were: FS.3353, FS.34424 and FS.30219 for the upper surfaces and FS.36375 for the undersides. Note lighter tone of blue in star of national marking

IAI Kfir C2, Nº 871, The Valley Squadron, 1982



IAI Kfir C7, Nº 555 of the Arava Guardians Squadron, 1990. Typical starboard pattern for the third (F-16 style) type of camouflage. Name under the windscreen is "Shabtai" (Saturn)

© Richard J. Caruana – 1999

Unit Markings & Research – Ra'anan Weiss

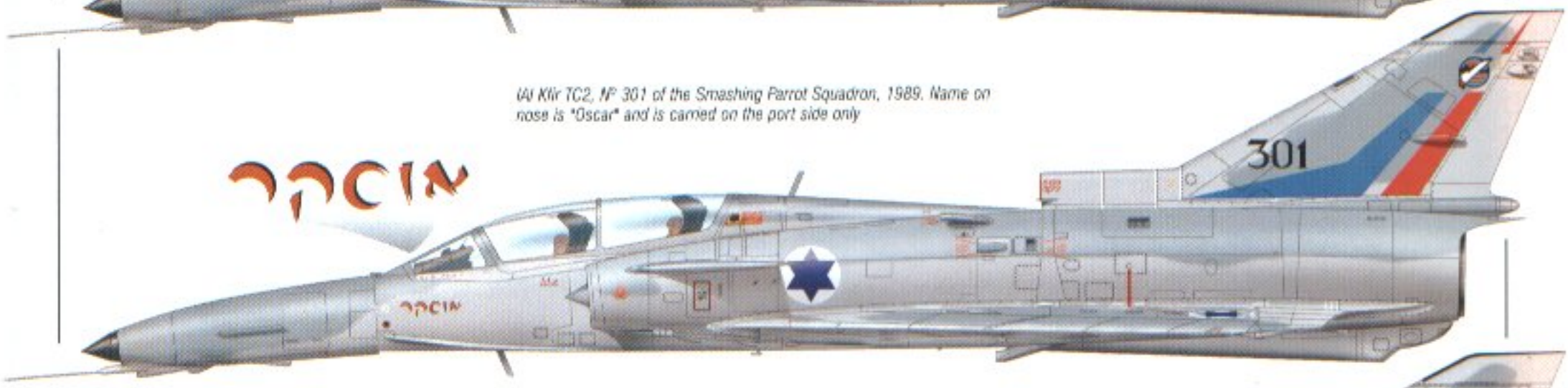
2 of 3

שבתאי

Israeli Air Force Kfir C1, C2 & C7

IAI Kfir TC2, № 305 of the Arava Guardians Squadron, 1994. Name under windshield is "Chanit", meaning Spear, and is carried on both sides

IAI Kfir TC2, № 301 of the Smashing Parrot Squadron, 1989. Name on nose is "Oscar" and is carried on the port side only



IAI Kfir TC2, № 302 of the Hornet Squadron, 1982

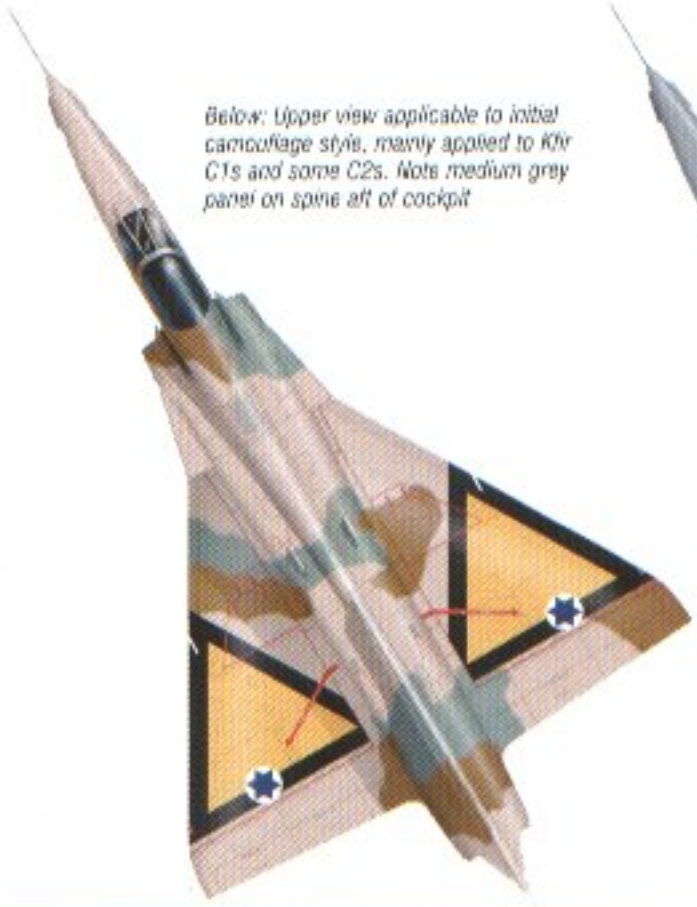
IAI Kfir TC2, № 310 of the First Fighter Squadron, 1980

© Richard J. Caruana – 1999

Unit Markings & Research – Ra'anan Weiss

3 of 3

Below: Upper view applicable to initial camouflage style, mainly applied to Kfir C1s and some C2s. Note medium grey panel on spine aft of cockpit



Below: Upper view of intermediate 'Air Superiority' scheme mainly applied to Kfir C2s and all TC2 trainers

Below: Upper view of third (F-16 style) scheme applied to some Kfir C2s and all C7s

Kfir C7 Nº 818 shows off its additional pair of pylons at the wing/engine intake root; of note is the engine intake detail including the 30mm DEFA cannon

Flight testing continued even after initial deliveries, thus garnering further data which, combined with feedback from initial IAF operational experience, enabled IAI to improve on what it had already achieved. Modifications were incorporated into the Kfir C2 which was publicly revealed at Hatzerim Air Base in the Negev Desert on June 20, 1976. It incorporated extensive aerodynamic changes: fixed canards, initially tested on the two-seat Mirage IIIBJ modification, were fitted on the engine intakes and smaller strakes were fitted to the nose, resulting in much improved manoeuvrability, a low gust response and improved handling at all angles of attack while take-off and landing distances were reduced. The fuselage canards went through two main phases of development, beginning with small delta slabs which had no airfoil, followed by nicely faired airfoil-sectioned 'foreplanes' with an area of 1.66m² each. Another major change was the extension of the outboard sections of the wing leading edges, ending in a saw-tooth edge at roughly mid-span which improved stability and permitted the aircraft to be flown at higher angles of attack. An Elta EL-2001 ranging radar was fitted inside the nose radome.

Many of these features were retrofitted to most of the Kfirs already in service or still at the production facilities at the time of the C2's introduction. Foreseeing such an eventuality, IAI engineers had revised and strengthened the Kfir's structure on the production line to withstand additional stress created when the canards would be fitted. However, the extended wing leading edges were never fitted to the C1s.

Armament of the Kfir C2 consisted of a pair of IAI-built DEFA 30mm cannon with 140 rounds per gun (RPG) and seven underwing hardpoints which could take a total of 4295kg of external stores, including two Shafrir II IR or Python III IR Air-to-Air Missiles (AAM), fuel tanks, ten 227kg bombs, Luz-1 missiles, Maverick or Hobos missiles, rocket pods Matra Durandal or other anti-runway bombs, napalm, chaff/flare dispensers and ECM pods.

A two-seat training version was a natural development, a second cockpit replacing the forward fuselage fuel tank while the airconditioning system was relocated in an extended nose. The second seat was mounted higher to afford better visibility, both cockpits being enclosed by a one-piece canopy which was faired into the fuselage by a higher spine. The Kfir TC2 is completely combat-capable as it retains all the avionics and armament systems of its single-seat predecessor, affected only by its reduced internal fuel in a proportionately reduced operational range. IAI also developed an Operational Flight Trainer (OFT) simulator to serve as an interim step between the two-seat and single-seat Kfirs.

'Now where did I put that spanner?' Final checks by ground personnel before a two-seat Kfir TC2 of the Smashing Parrot Squadron taxies out for another sortie

The Kfir development programme saw its culmination in the Kfir C7 which was unveiled at the 1983 Paris Air Show. In its new form, the aircraft's engine was further 'souped up' raising thrust-to-weight ratio from 0.87 to 0.91, allowing 'Combat Plus' operation in afterburner mode at 102-3% for a limited time, providing 1300lb of additional thrust. This also meant that maximum take-off was increased by some 4000lb in payload with the addition of two more plyons, while combat radii increased significantly. Most important of all, however, was the introduction of the Weapons Delivery and Navigation System (WDNS) 393 which replaced the earlier WDNS 141. This incorporated Elbit's new System 82 computers with enhanced navigational accuracy. The older armament control system was also replaced by Elbit's advanced Stores Management & Release System (SMRS) and Armament Control Display Panel (ACDP). A single-point pressure refuelling system permits the filling of all internal and external tanks in six minutes. Various Radar Warning Systems, Chaff/Flare dispensers and internal or podded jamming systems can also be fitted. A number of C2s were rebuilt to C7 standard while the last C7 is reported to have rolled off the production line in 1986.

Into Combat

First deliveries of the Kfir in April 1975 went to the First Fighter Squadron, traditionally always first with new equipment in the IAF, identified by their red/white striped rudders and skull marking on the fin. These were followed by the Hornet Squadron in February of the following year with the Valley Squadron being similarly equipped that same year. During the first three years of operations, these units concentrated on exploiting the new aircraft's potential to its limits. The first true operation with the Kfir was launched on November 9, 1977 when four to six aircraft from several squadrons attacked eight targets in terrorist bases in Lebanon.

During Operation Litani in 1978, the Kfirs proved exceptional in their ground support while also flying independent missions against PLO targets. Their capability in ground attack was described by Kfir pilots as being better than that of the A-4 Skyhawk and its performance was claimed to be on a par with that of the F-4 Phantom. This meant that the Kfir was assigned the harder air-to-ground tasks while the more agile F-15 Eagles took care of any fighter opposition higher up. In fact, on June 27, 1979 during an operation over the notorious PLO stronghold near Nabatiye four Syrian MiGs were shot down by the F-15s in 45 seconds while Kfir Nº 874 got its share by downing another MiG-21MF using a Python III IRAAM; this was to remain the only air-to-air kill for the Kfir.

By the time of the Kfir's C2 service debut with the First Fighter Squadron, its pin-point accuracy in delivering its weapons, together with a proven record of reliability and its ability to absorb combat damage, made it the most deadly weapon within the IAF's inventory against difficult ground targets. During the 1982 Lebanon war, for example, it was quite common for a target to be wiped out by the first Kfir to pass over it, leaving nothing else for the rest of the four- or six-aircraft section to attack. Another important role for the Kfir during this conflict was that of Close Air Support (CAS), patrolling in pairs over advancing land columns striking targets as they were identified. Though some of these targets proved difficult to find, a high proportion were hit with extremely high precision. By 1983, the final version of the Kfir, the C7, saw its debut with the Arava Guardians Squadron, shedding the Ghost Grays applied to previous aircraft and donning an F-16 type of three-tone upper surface scheme.

Though not strictly within the scope of this feature, a brief mention of export Kfirs would be useful. Surviving Kfirs C1 were leased for a period of two years to the US Marine Corps (13) and US Navy (12) under the designation F-21A for use as aggressors, the first three aircraft being handed over in September 1984. The Kfir was found to have characteristics very close to the MiG-21 and -23. Ecuador had meanwhile received 12 Kfirs C2 and two TC2s staring from 1982 forming Nº 2113 Squadron while Columbia received a further 12 C2s and a pair of TC2s in 1988-89, forming Nº 213 Squadron. Final Kfir exports went to Sri Lanka in 1996, in the shape of six C2s and one TC2.

In typical Israeli Air Force fashion, the Kfir and its capabilities remained shrouded in mystery for a very long time. What was probably conceived as a 'panic fighter' turned out to be more than a credit to those who conceived and developed it, not to mention the pilots who continually flew it under severe combat conditions. Its reported low attrition and combat losses speak louder in its favour than anything else. IAI test pilot Assaf Ben Nun who flew tested the Kfir and also flew it in combat had this to say about its weapons delivery: "Wherever you put the pipper, that's where you hit". No combat pilot can ask for more!

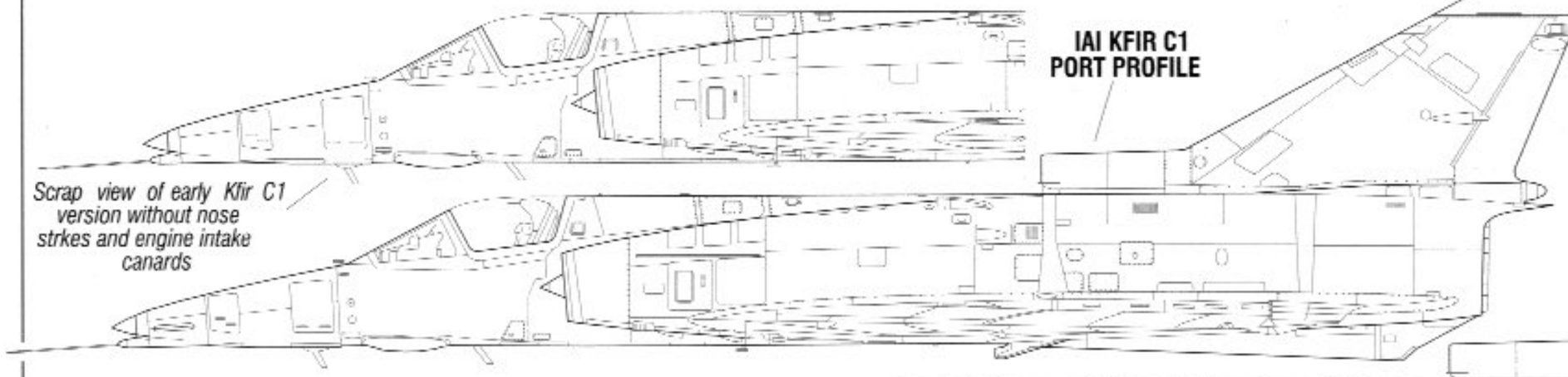
Richard J. Caruana

Acknowledgements:
Many thanks to Ra'anan Weiss of IsraDecal for supplying most of the research material for this feature, including photographs and excellent drawings from which our drawings were produced.

ISRAELI AIRCRAFT INDUSTRIES LTD

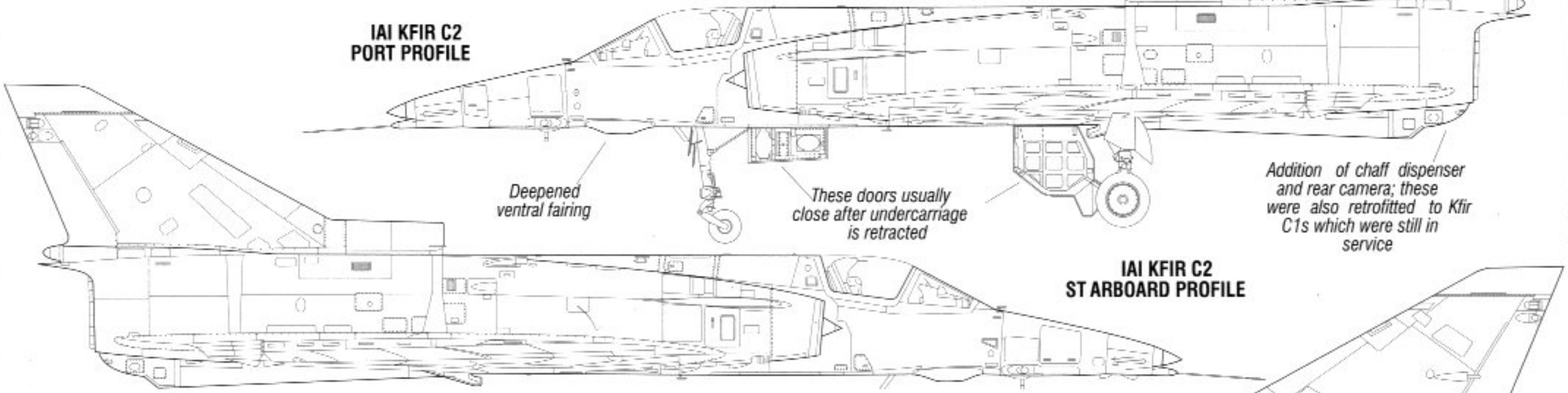
Kfir SCALE PLANS

IAI KFIR C1
PORT PROFILE



Scrap view of early Kfir C1 version without nose strkes and engine intake canards

IAI KFIR C2
PORT PROFILE

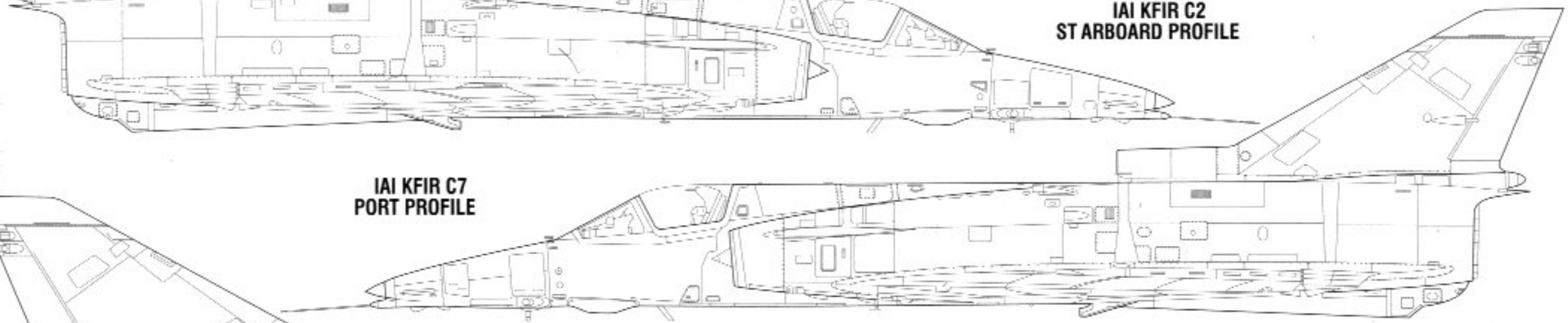


Deepened ventral fairing

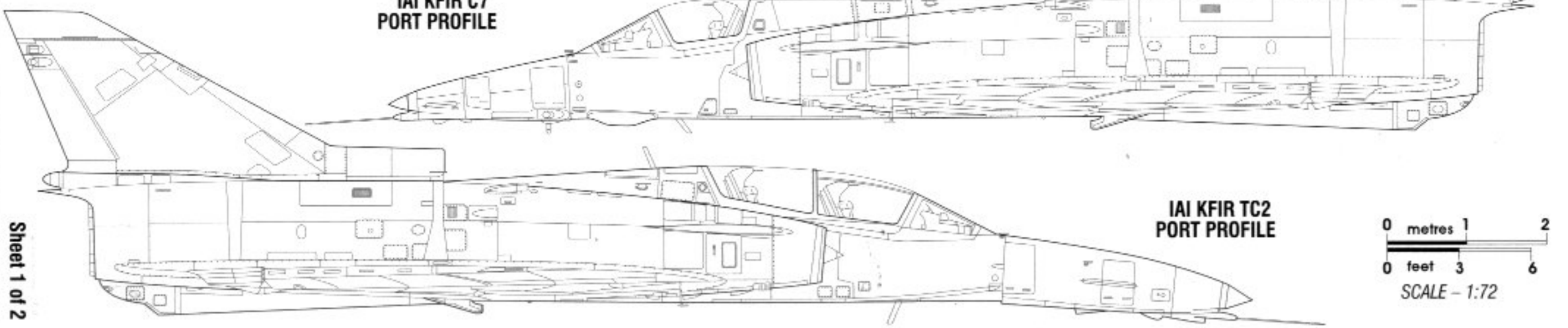
These doors usually close after undercarriage is retracted

Addition of chaff dispenser and rear camera; these were also retrofitted to Kfir C1s which were still in service

IAI KFIR C2
ST ARBOARD PROFILE



IAI KFIR C7
PORT PROFILE



IAI KFIR TC2
PORT PROFILE

0 metres 1 2
0 feet 3 6
SCALE – 1:72

Sheet 1 of 2

Sheet 2 of 2

IAI KFIR C2 UPPER PLAN

Aircraft is shown in late production standard with nose strakes and engine canards; note that these early canards did not have an airfoil section

IAI KFIR C.2/C7 UPPER PLAN

This hardpoint on C.7 only

IAI KFIR C2/C7 INVERTED PLAN

Stores this side shown in grey for clarity

DRAWINGS BY
RICHARD J. CARUANA
© 1999

IAI KFIR TC2 FRONT VIEW

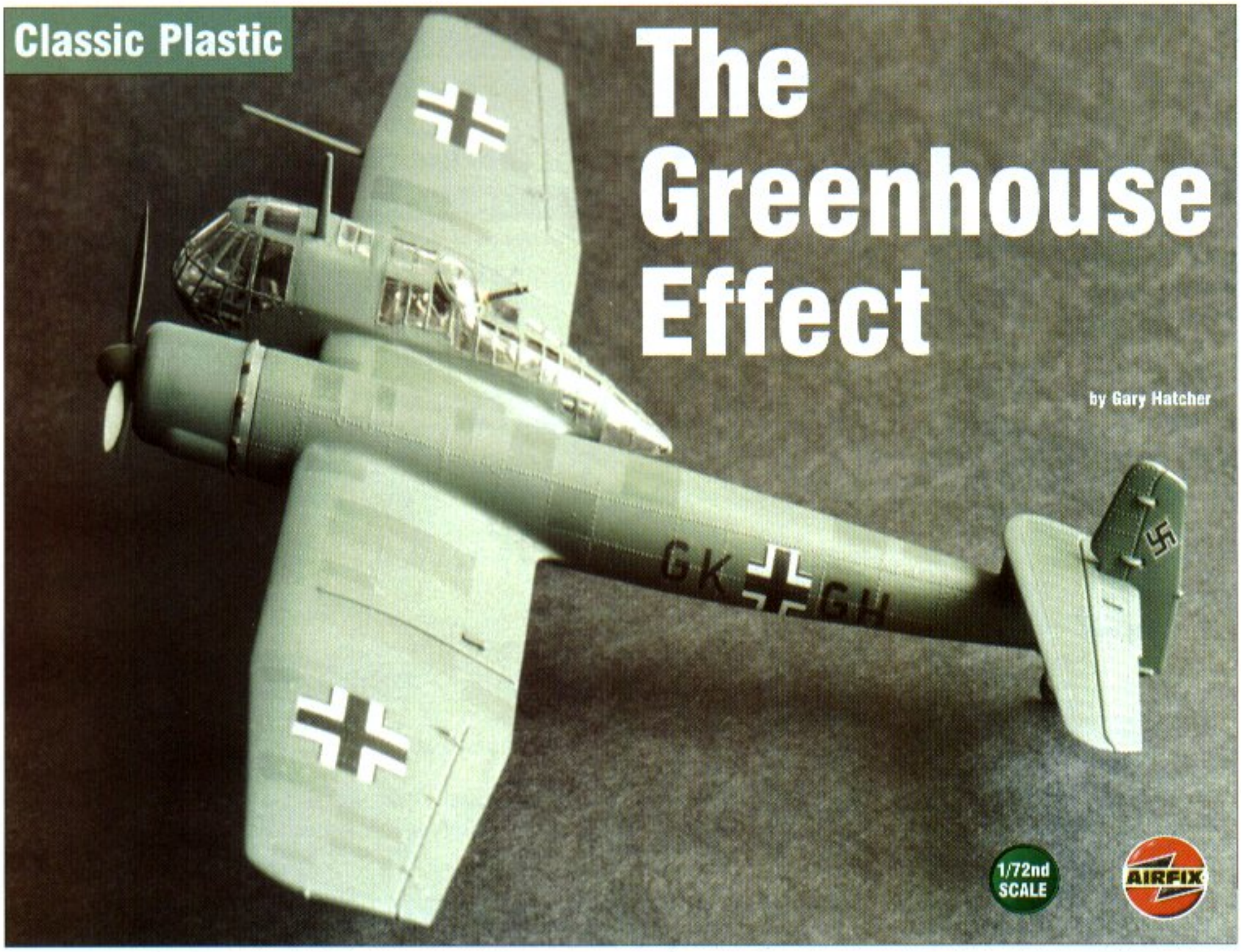
IAI KFIR C1 UPPER PLAN

Aircraft is shown in initial production standard without nose strakes or engine canards

0 metres 1 2
0 feet 3 6
SCALE – 1:72

The Greenhouse Effect

by Gary Hatcher



Every time I revisit one of these old Airfix kits I am overwhelmed by waves of nostalgia for the horrid messes I made of them in my childhood, and seeing the old familiar artwork with 'new' plastered all over it only adds to my amusement. Perhaps it's this same familiarity that allows me to derive such satisfaction from them though, because I seem to get better results from a basic rivet-heavy kit of great antiquity than from any of the new breed of superkits that are designed to build themselves. Probably because there's less to make a mess of...

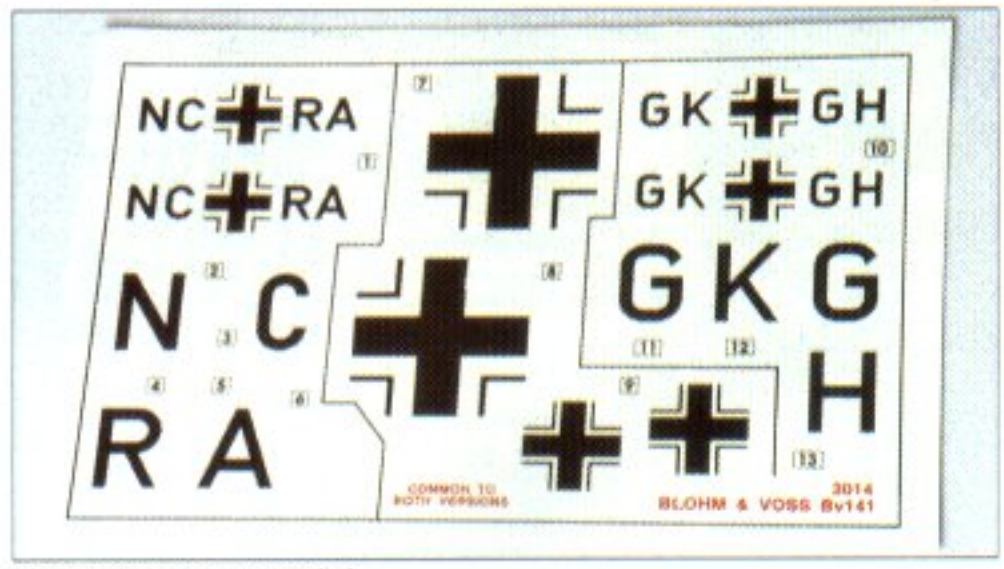
With the Airfix Bv 141 (a latter-day kit of an obscure aircraft) there are two approaches possible. You can stick it on the shelf with all the rest of the projects awaiting suitable references to enable an accurate replica to be built, or you can enter into the spirit of things and simply glue it together and paint it. I opted for this second course.

The kit contains some sixty parts, all heavily studded with rivets, and an awful lot of very thick transparencies, which have not stood the test of time. There are two colour options, a very nice little BMW engine, and almost nothing in the way of cockpit detail for the two-and-a-bit crew figures to make themselves at home in. Given the vastness of the glazed areas I decided to liven up the cockpit a bit.

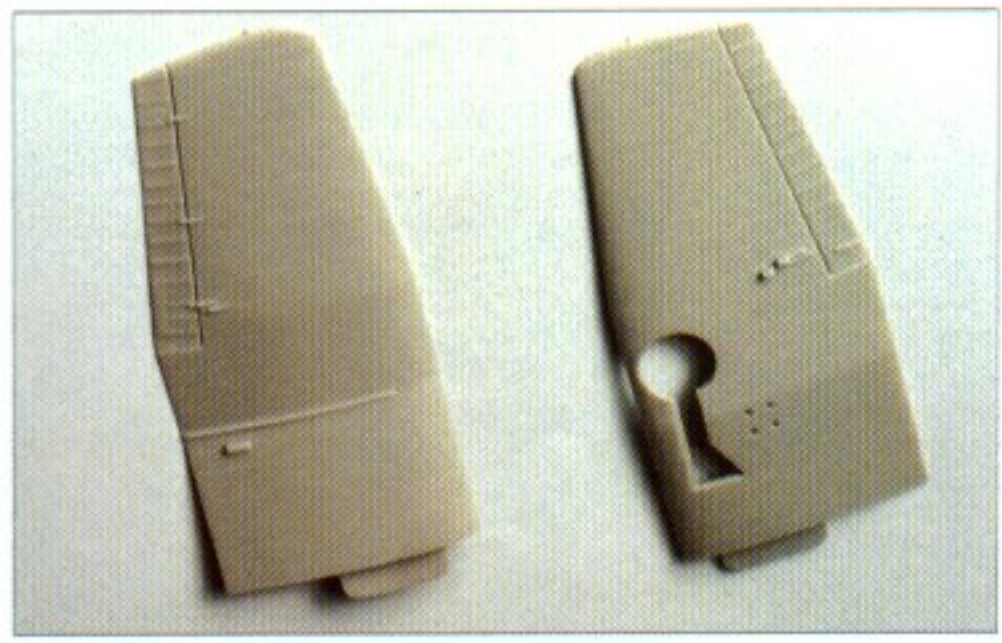
The Conservatory

The whole essence of this aircraft is in the extensively glazed cockpit nacelle, but confronted with a need for information, I found myself floundering. References are scarce, and certainly do not dwell upon the subject's interior. Airfix kindly help you overcome this problem by providing transparencies so thick that, once the interior is painted in the recommended Humbrol tank grey, you won't be able to see anything anyway. I gratefully seized this opportunity and simply filled the nacelle with a concoction of stretched sprue and miscellaneous lumps from the spares box, adding seatbelts and harnesses from masking tape. The pilot's seat was replaced, as the kit part resembles a sofa bed, and is fairly visible once the glazing is attached.

Lovers of accuracy will no doubt turn to the new 1/48th offering if they feel they cannot live without a Bv 141. Personally I am more interested in the outside of an aircraft, which on this kit does require some attention, but with the transparencies in place, the desired effect was achieved.

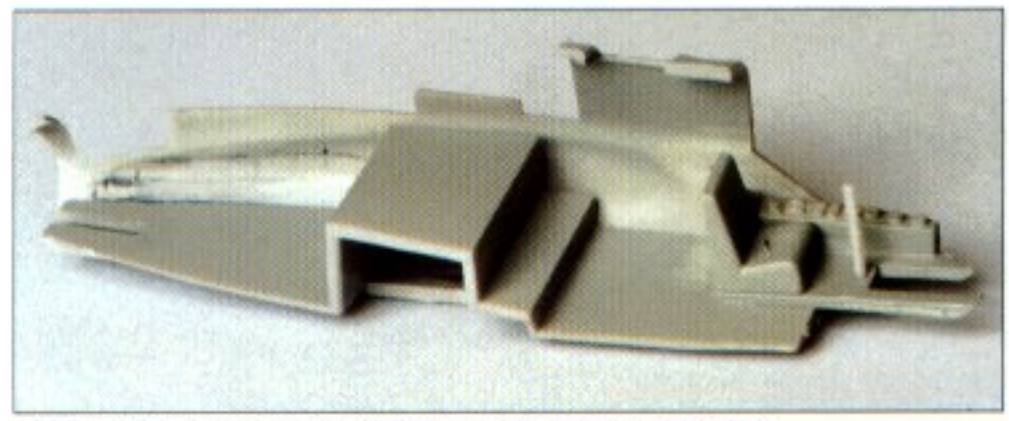


The decal sheet. What, no swastika?



Airfix's traditional rivets abound!

The cockpit interior as supplied...



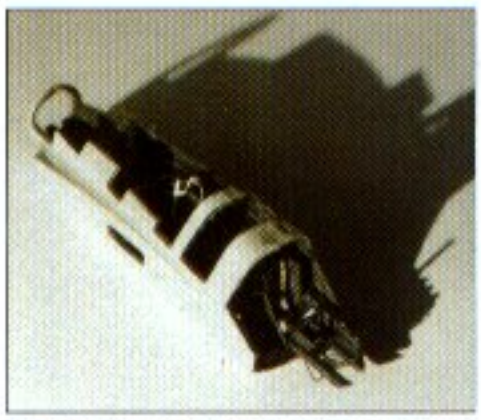
... with a more detailed look at the (very) limited level of internal bits and peices

All That Glass

This was the bit I'd been dreading. Not only are the glazings thick and fairly knocked about, but they also fit badly - a problem I didn't have with the rest of the kit. The front piece was so heavily mated to the sprue that it was impossible to remove without damage.

Before glueing on the canopies, you will need to consider the matter of armament. The rear machine gun can be left off, if you opt for the closed rear nacelle. The mid-upper gun needs to be fixed in place now. I glued it into its hole with PVA, which was subsequently built up around the gun barrel to represent a canvas gasket. It is easier to remove the barrel once the glue has set

Freelance detailing commences



The cockpit nacelle after we've had the builders in!

hard, and replace it after painting, although I only discovered this by accidentally snapping it off.

Airfix provide no parts for the fixed 7.9mm guns in the nose, but two holes are thoughtfully provided in part 19. I added barrels to the clear part, drilling the holes out a little and painting the panels first. The glazing was applied, using Clearfix and PVA, and then the fun really began.

Fairing in all the glazing took several lengthy sessions of filling and sanding, and it was only after long agonies that I decided enough was enough and commenced masking up the seventy-seven separate panes. Be careful with this stage, as the framing on the instructions does not match that of the actual parts, and some of the moulded lines have worn smooth with age, so you will have to simply try your best. The end result looked like some monstrous chrysalis, and I spent a wry moment pondering on the weird asymmetric moth that might hatch from such a thing. The whole nacelle was under-coated with the interior colour and thankfully set aside while the rest of the construction ensued.

The Easy Bit

The rest of the kit goes together so easily by comparison, that there really isn't much to say. The undercarriage and engine are particularly nice, and I added some bogus pipework to the BMW which looks fine tucked down inside the nacelle, but will probably incense purists. I lost a few rivets on the fuselage join, but there are more than enough to spare, and I was able to assemble the bulk of the aircraft in a relatively short time. All the joints were pretty good, and compared to the nacelle, filling and sanding was minimal.

Don't add the bomb racks until after decalling, as one of them sits on top of a code letter. The instructions mention neither this, nor the fact that the large crosses will not fit over the moulded detail under the wing. I had to cut a section out and re-paint it around what I presume to be cameras, but couldn't say for sure.

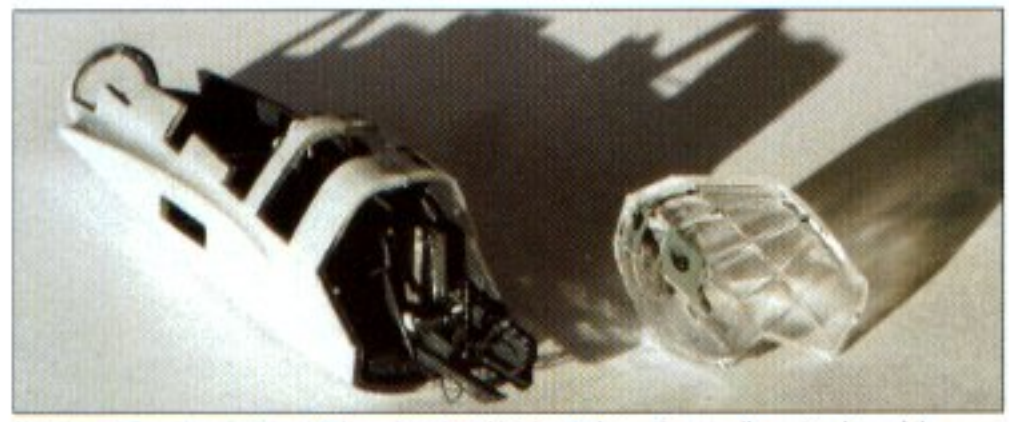
Colours and Markings

Two options are provided, one in RLM 70/71 over RLM 65, from the Rechlin test centre in 1941, and one in an overall green scheme, which some devoted researcher has pinned down to Wenzendorf in 1945. I opted for the latter, as it reflects the experimental nature of the prototype. Airfix recommend a 60/40 mix of Humbrol 64 and 91, which I dutifully followed, only to end up with a colour almost identical to Humbrol 30. I presume the intended colour is a standard Luftwaffe late war green, possibly RLM83?

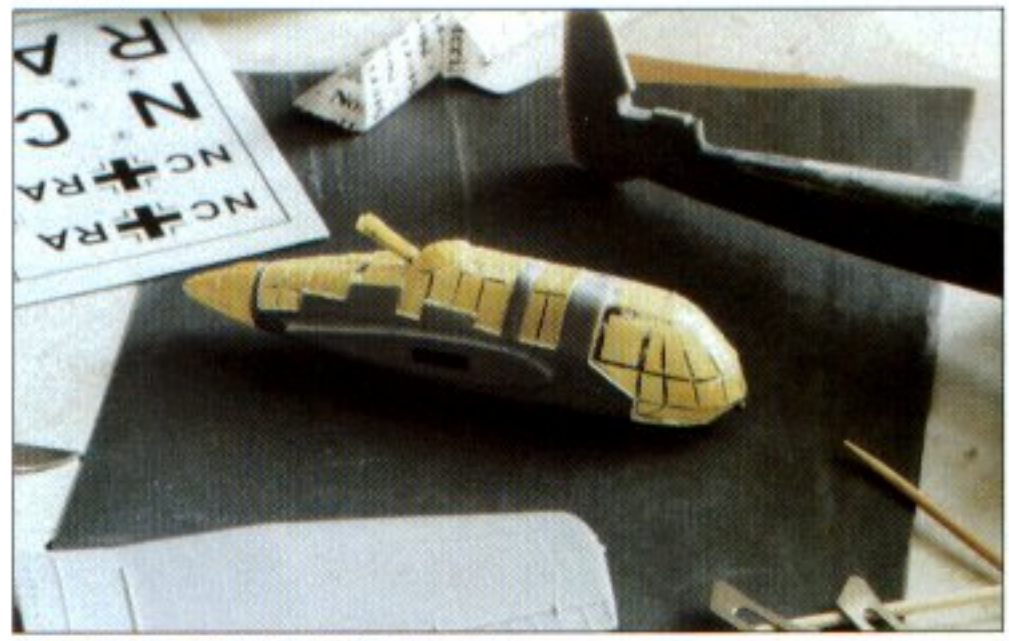
I sprayed the Humbrol mix all over, then added a coat of Aeromaster gloss clear. There was much grief during the decalling process, as silvering abounded, and I discovered the impossible fit of the crosses under the wing. Once this was all done I masked off a number of random panels and sprayed the whole aircraft with Aeromaster flat clear, which produced a slightly more interesting effect on the otherwise unexciting colour scheme. Finishing touches were added to the mid-upper gun housing, the built-up cone of PVA glue being painted with Humbrol 29, and a small hole drilled to remount the gun barrel. The nacelle was unmasked, all the little bits and pieces added and the model was complete. I included the bombs, although I am surprised to find that by 1945 a Bv 141 was still in one piece, let alone either armed or airworthy.

Conclusion

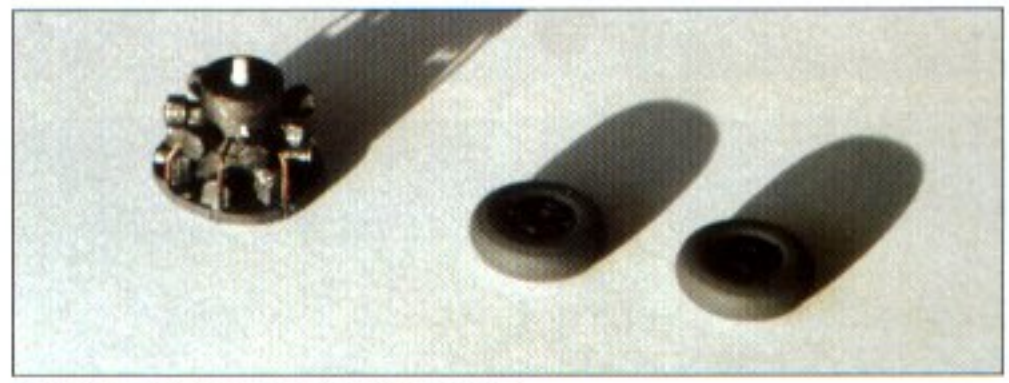
I love this kit. For all its perversity, and the



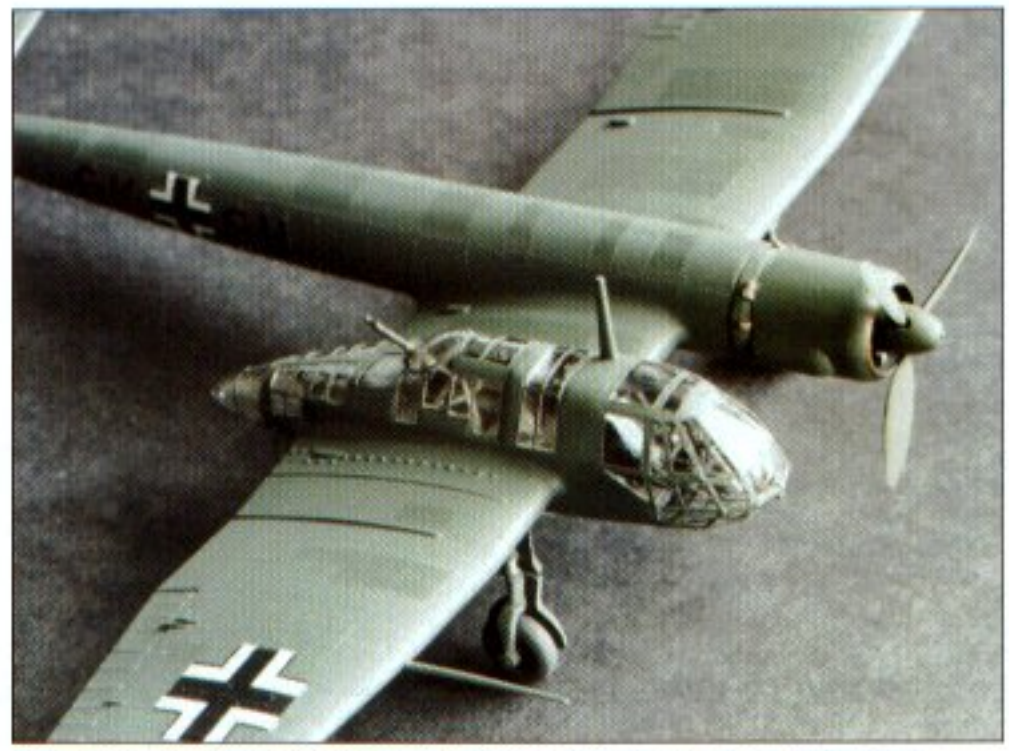
Nacelle and Part No. 19 with added gun barrels, which locate beneath protruding extensions of the cockpit floor



Canopy masking complete, all seventy-seven panels!



Nicely moulded engine, with my dubious added pipes



On the completed model just enough detail is visible through the glass to give the desired effect

The nicely produced undercarriage is visible here

Top M.G. mounting. The gun barrel was replaced from the spares box

The propeller and spinner were painted AeroMaster RLM 70

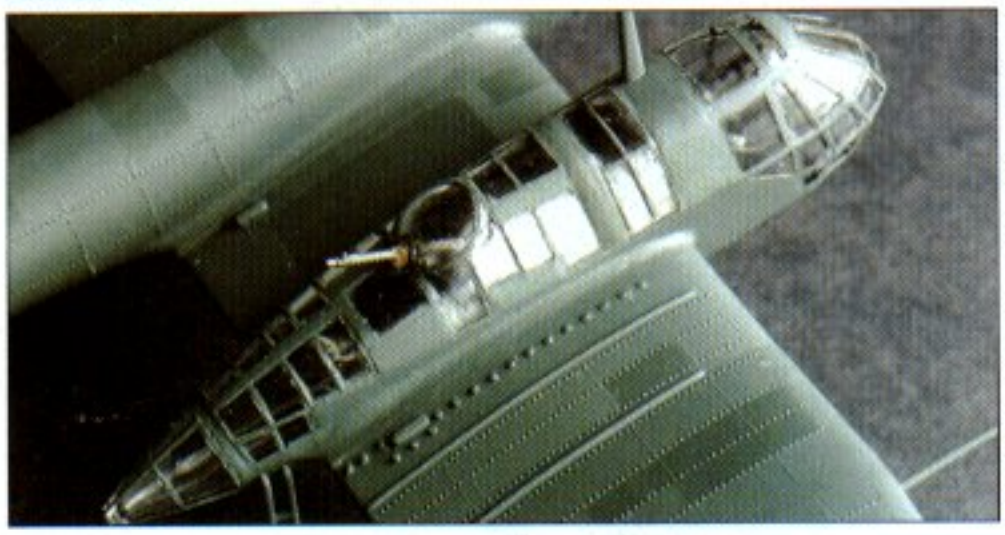
nightmare of those ghastly transparencies, the end result is immensely pleasing, and there is nothing wrong with it that cannot be overcome with a little patience. As to whether or not it's an accurate replica, it looks exactly like the handful of pictures I found, and that's good enough for me. Well done to Airfix for re-issuing this delightful obscurity. It's not the kind of model that many people will want more than one of in their collection, but as far as I'm concerned, this week's pocket money was well spent.

When Airfix first brought it out in 1970 it excited much wonder among the nation's youth. For years I assumed that as Airfix had released it, it must be a major front line type, and it was only recently that I discovered that there were in fact only a handful built. The box art depicts a very warlike scene in which a belligerent Bv 141 is dropping bombs on an industrial installation. It looks so incongruous that I'm tempted to build another in the markings of JG26...

Gary Hatcher

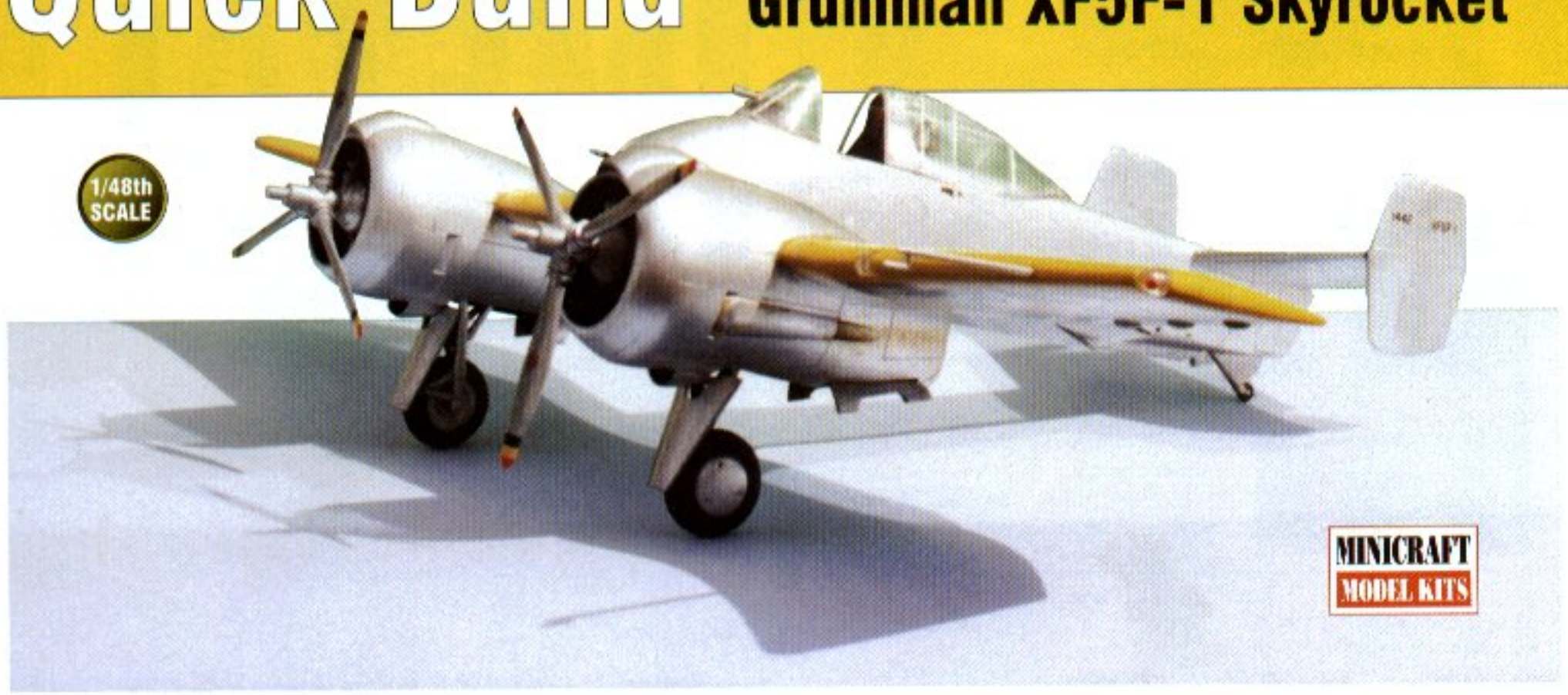
References

Warplanes of the Luftwaffe
World Aircraft Files: File 889 Sheet 47



Quick Build

Grumman XF5F-1 Skyrocket



Technical Data

Manufacturer: Minicraft
Scale: 1/48th
Price: £13.99
Kit No.: 11626
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: 86 Plastic (Grey), 4 Clear
Decal Options: 1
Manufacturer: Minicraft Models Inc
UK Importer: Toyway

The Kit

Since the split between Academy and Minicraft and the "iffy" 1/144th scale Connie and Stratocruiser as the first offerings from the latter, I was a bit apprehensive of what I would find in the very attractive box, but oh, what a pleasant surprise within. Unlike the two airliners mentioned this has 'state of the art' surface engraving and after hastily tacking the components together with masking tape I found that the fit seemed nigh-on perfect!

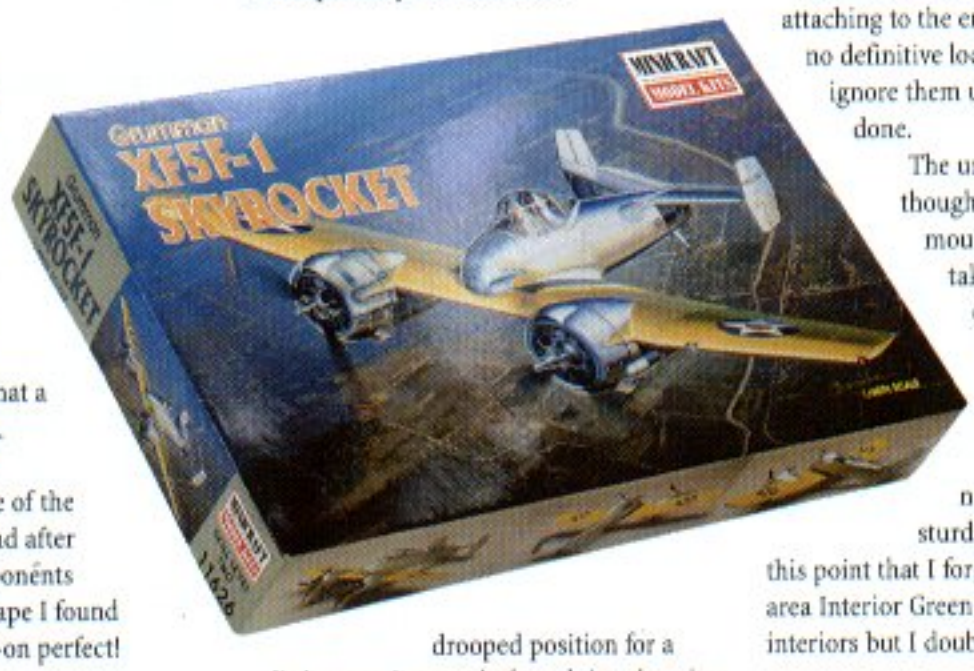
Accuracy

The measuring stick shows dimensions almost spot-on (who cares about 1mm short on the span? - and is that 'flat' or taking into account the outer section dihedral?). There's the option of the early unarmed version with a straight rudder hinge and no wing fillets, or the revised version with the stepped rudder and wing fillets.

Construction

This begins as usual with the cockpit, but unusually the full span wing is the floor, and although the port fuselage half has a fair amount of detail moulded, the starboard side has only a bit of framing. If you have the June 1998 issue of this magazine (Vol 4 Iss 6), you'll find a good source of reference on pages 384/385 in Steve Benstead's article on MPM's 1/72nd model. Using various sizes of plastic stock to represent the right hand boxes the whole interior was sprayed Xtracolor X117 (Interior Green), adding further detail by way of Reheat's decal sheet (#RH 134) and a seat harness made from Manilla envelope paper and buckles from Reheat's etched brass set (#RH03).

While waiting for this to dry, I cut out the flaps and posed them in a drooped position for a little more interest before gluing the wing halves together.



The finely detailed instrument panel was painted Revell Anthracite (Matt 9) and a very dry brush of light grey was used to bring out the detail. A blob of gloss varnish via a cocktail stick on the instrument faces makes the glass and, after adding the rudder pedals, the cockpit was placed in position on the wing. NB After joining the fuselage halves, including the tailwheel, but before attaching to the wing, decide if you want to use the guns as they need to go on now. (Personally, I thought they were a let-down and discarded them, more later).

As noted earlier, the fuselage/wing join is perfect and, with care, so are the separate wing fillets. Before adding the nose cap, I plugged it with BluTac to hold the gun replacements. Then on to the engines, crisply moulded in six sections: prop pin, gearbox, ignition harness, cylinder block, intake collector and exhaust collector. The gearbox was painted light grey, the cylinder block Xtracolor Oily Steel with a light black wash, the ignition harness satin black, and the rear portions Oily Steel with a dry-brushed mixture of tans and browns, although when in the nacelles they're hardly visible, (but it's fun doing them anyway).

The instructions show the cowl lips attaching to the engines but as there are no definitive locations, it's best to ignore them until the nacelles are done.

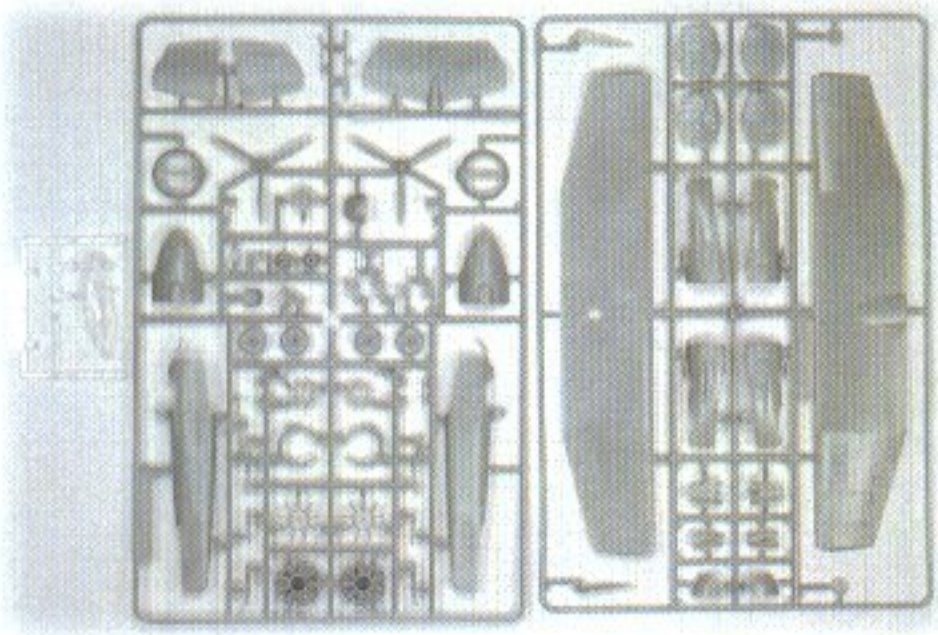
The undercarriage is well thought out and finely moulded, but care must be taken during assembly as (a) they're handed, and (b) they're constructed at the same time and integral with the nacelles making for very sturdy units. (I must admit at this point that I forgot to spray the wing area Interior Green when doing the nacelle interiors but I doubt anyone would notice).

After flawless joint between nacelles and wings, and after a little attention with a file, the engines literally push-fitted into the firewalls and now the cowl lips could be glued to the nacelles proper. Next came the tailplane/fins and the basic build was complete apart from the gear doors, tailhook and the nose access panels, and here was the only area that filler was needed, but to be fair they were designed to be shown open.

I did consider trying to drill the fins to take aerial posts but chickened out. However I did drill into the navigation lights a little and 'spotted' them with a cocktail stick in red and green to simulate the coloured bulbs.

Now assuming the box art to be accurate, I'd noticed that the landing light on the port wing had been omitted. I'd also noticed that the clear sprue had bubble-like flaws in it ... what if? After carefully cutting out a rectangle in the wing, I then cut a section of sprue, ensuring that a bubble was central, to the same length and - UREKA - it fitted perfectly! (Don't you just love it when an idea works?)

After masking off the cockpit and undercarriage bays with wet tissue and the landing light with masking tape, the wings were sprayed with Humbrol No.154 and set



XF5F-1 Bu/No. 1442

Powerplants: Two 1,200hp Wright Cyclone XR-1820-40/42
Armament: two 0.30"cal machine guns and two 0.50"cal machine guns.
Span: 42ft
Span (Folded): 21ft 2in
Length: 28ft 8⅛in
Height: 11ft 4in
Wing Area: 303½ square feet
Weight (Empty): 8,107lb
Weight (Loaded): 10,138lb
Weight (Maximum): 10.892lb
Fuel Capacity: 178 gallons
Maximum Speed: 383mph at sea level
Landing Speed: 72mph
Rate of Climb: 4,000 feet per minute
Service Ceiling: 33,000ft
Absolute Ceiling: 34,200ft
Range (Normal): 780 miles,
Range (Maximum): 1,170 miles

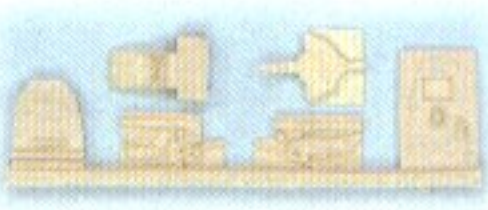
aside to dry (note that the underside leading edge also has a band of this colour) and after masking off the wings the rest of the airframe was finished with Rub 'n' Buff giving a nice metallic sheen, apart from the rudders and elevators that I painted in Xtracolor Duralumin to simulate a fabric finish, and after about 48 hours I gave the whole model a coat of Johnson's Klear to seal.

The very few decals settled very nicely followed by another coat of Klear.

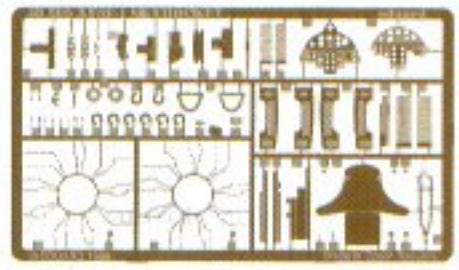
I made up the gun barrels from micro-bore brass tube and brass wire and after painting, simply pushed them into the BluTac plug mentioned earlier. Not only does this method do away with the need for the use of Superglue but allows for subtle alignment as well, and it also works if you want to replace wing-mounted guns; snip off the plastic ones, then, using a rat-tailed file open up the upper and lower wing half leading edges to the required size and lay a 'sausage' of Blu-Tac onto one of the halves before joining. After adding the aerial wires from fine fishing line I had before me a model that I'd certainly enjoyed building, was a bright and different subject to put on the club table, and one that must surely have the right to have the title, the original 'SLUF'.

Full marks to Minicraft for an unusual subject that is well produced. What, I wonder, will be their next surprise?

Pete Ogden

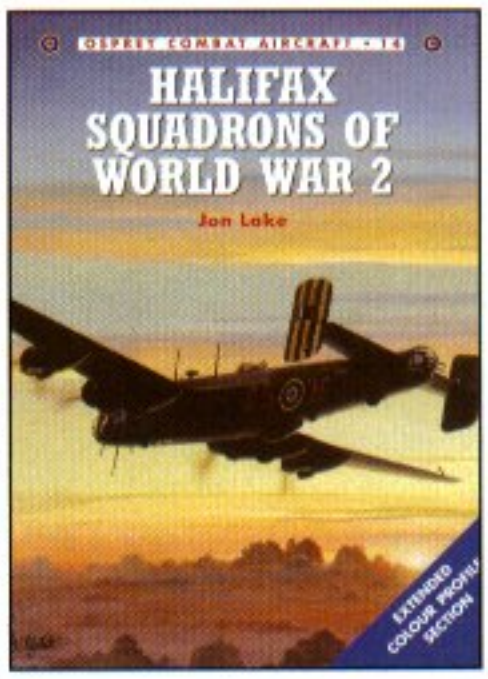


Note:
Lone Star Models have just produced a resin cockpit upgrade for this kit. The set retails for $11.00, and can be obtained in the UK from Aeroclub.
Eduard have also produced an etched brass upgrade for this kit (48-285 - pictured right) and examples can be obtained from LSA Models or Hannants.
Reference
Grumman XF5F-1 & XP-50 Skyrocket by David Lucabaugh & Bob Martin
Published by Ginter Publishing
ISBN 0-942612-31-0



Halifax Squadrons

Halifax Squadrons of World War 2
by Jon Lake
Price: £12.99/$18.95
ISBN: 1-85532-891-7
Publisher: Osprey Direct
Format: 24cmx18cm, 112 Pages (22 Colour) & Laminated Card Cover



This title comes in the usual format, but includes an 'extended colour profile section' offering 40 colour profiles.

The text starts with an introduction to the type and this chapter includes some nice clear interior shots of the early Halifax series. This is followed by a chapter looking at the origin of the type, from the HP.57 prototype through to the first production version. From now on the title follows the service life of the Halifax with Bomber Command. The use of the type by the Pathfinder Force is also covered and by this stage in the title you reach the 'extended' colour profiles. These are well drawn, but because only two fit per page, you only get just five more machines than in the previous title on the Mosquito (See Vol 5 Iss 9). SOE operations and 100 Group use of the Halifax come next and this is followed by a chapter dealing with airborne forces and transport roles undertaken. Coastal Command use of the type rounds off the coverage and the final chapter, entitled 'The end' looks at post-war use of the type and the recovery of the only (then!) example of the type from a Norwegian Lake in the 1970s.

This is an excellent title well worth having, as it deals with a type that is so often overshadowed by the Lancaster. Lets hope we can see a similar title on the Stirling in the future? Our thanks to Osprey Publishing Ltd for the review samples.

Fokker D.XXI

Fokker D.XXI
by Przemyslaw Skulski
Price: £TBA
ISBN: 83-86153-79-2
Publisher: Ace Publication
Format: A4, 34 Pages (4 Colour) & Laminated Card Cover

This is the latest title in the "Pod Lupa" (In Detail) series. As with all other titles in the series, the main text is in Polish although there is also an English summary and all the photo captions are in both languages. All of the narrative is backed up with clear B&W photographs, that show the type in service, as well as during construction. Scale plans are also given, and these include side views showing the development of the type from prototype through all the various engine installations. The four-page centre section of the title is in colour, and offers a mass of detail photographs of the preserved example in Finland, and the reproduction in Holland.

After this section, the text starts to deal with modelling the type, with details of all the kits, accessories and decals for it. The last two pages offer the English summary, as well as giving an excellent bibliography for the type. Four pages of 1/72nd scale plans follow, with the Dutch version and the Finnish examples with skis, the Series III version and Wasp engine. Some beautifully clear B&W photographs of the Mercury engine in the type, along with the cockpit interior of the Danish version follow this. This is an excellent addition to the Pod Lupa series and one which can be highly recommended to anyone interested in the type.

Our thanks to Ace Publication for the review sample.

Doras

Doras of the Galland Circus
by Jerry Crandall
Price: $28.00 **ISBN**: 0-9660706-2-3
Publisher: Eagle Editions Ltd
Format: 22cmx28cm, 72 Pages (8 Colour) & Laminated Card Cover

This is the first in a new series from Eagle Editions entitled 'EagleFile' and each will deal with a specific single topic. In this case the subject is the Fw 190Ds operated by the protection flights for JV 44.

Way back in 1986 a photograph discovered by two modellers raised a few questions in regard to brightly coloured Fw 190D-9s. Although at the time James Crow (a prominent Luftwaffe aircraft photograph collector) had a few front views of such machines, the rest of the story and their use was unknown. Today thanks to the work of Experten in Canada and Classic Publications in the UK, most of us know that these machines were used for protection of the Me 262s operated by JV 44 during take off and landing (their most vulnerable time). This latest title from Eagle Editions takes closer, more personal views of four machines and the men who flew them. The first chapter gives the reader an overall understanding of the protection flights, role and the four men whose machines we will find out more about later in the book. The next chapter looks at these four machines; 'Red 1', 'Red 3', 'Red 4' and 'Red 13'. Each aircraft is discussed in detail, with lots of unpublished photographs used to illustrate the author's findings. Notable features and all camouflage and marking details are listed. In the centre of the title Tom Tullis has created beautiful colour three-views of only three of these machines, as little information exists on 'Red 4'. The next chapter deals with Ainring Airfield, where a couple of these machines were found, and there are nice 'then and now' photographs of various areas of this airfield. The other aircraft found at Ainring are not forgotten and there are some nice shots of abandoned Bf 109s, Ar 96s, Ju 87s, the He 280 V7, He 111s and Ju 52s. Focke-Achgelis Fa 223s were also found at Ainring, and this type is covered by itself in one of the final chapters.

Overall an excellent book, and a real 'must' for any serious Luftwaffe fan. The mass of photographs and the inclusion of the personal view of the use of these machines make this a nice companion to the Experten and Classic Publications titles on these machines, but for the modeller it is a fine source of inspiration and indispensible if you buy their decals that depict the four machines covered (See Vol 5 Iss 9 Page 667). Our thanks to Eagle Editions for the review sample.

BookNewsBookNewsBookNewsBookNewsBookNewsBookNews

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

Detail & Scale

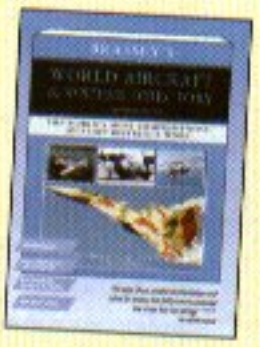
Volume 61 of this popular series has now been released, and covers the Curtiss P-40. This first part deals with the YP-36 through to the P-40C and also includes expanded colour coverage of 16 pages. Copies can be obtained in the UK from Pocketbond Ltd for £10.95.

Squadron-Signal Publications

The latest title in the 'In Action' series (No. 170) deals with the Focke Wulf Fw 190. The title comes in a 57 page, landscape A4 format with a laminated card cover and is a total revision of the previous 'In Action' title on this series. UK examples can be obtained directly from Pocketbond for £6.99 each. In the special series of titles on specific air forces etc, there is one covering the Rumanian Air Force during the 1938 to 1947 period. This title offers 80 pages, 8 of which are in colour and copies are £9.99 in the UK.

Bassey's

The massive 'World Aircraft & Systems Directory' for 1999/2000 has just been produced. With nearly 8000 pages and 2000 photographs and diagrams, you can imagine the size of this one! Suffice to say it is the ONLY title you will need for reference to all current aircraft and equipment specifications and copies can be obtained for £95.00 plus postage from the publishers or from specialist bookshops.



Ginter Publishing

There have been three new titles added to the Naval Fighters series recently and they are the Lockheed T2V-1/T-1A Seastar (42), Curtiss SO3C Seamew (47) and the Kaiser Fleetwings

Spitfire cz.3

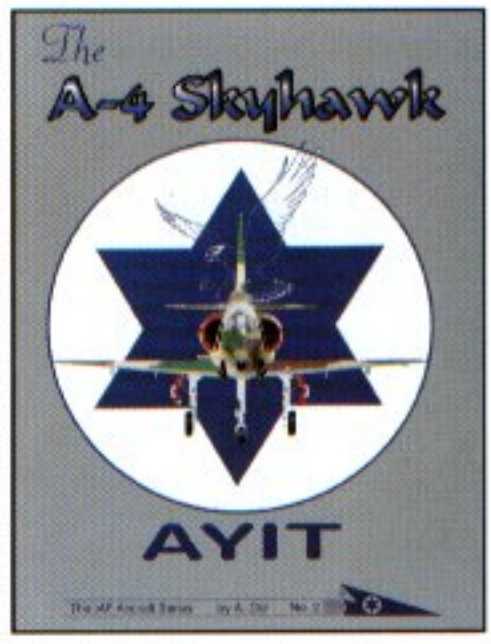
Supermarine Spitfire cz.3
by Wojtek Matusiak
Price: £TBA **ISBN:** 83-86208-77-5
Publisher: AJ-Press
Sample Via: AJaKS
Format: A4, 112 Pages (10 Colour) & Laminated Card Cover

This is the third part in the Polish text coverage of the Spitfire series, and is within the 'Monografie Lotnicze' series.

This third part offers a detailed look at the use of the Spitfire and Seafire by the RAF and FAA and although all the text and photo captions are in Polish, there are a mass of B&W photographs. Although many of these photographs are well known, as you would expect, the coverage is extremely good and will be of great interest to any Spitfire fan. The first section deals with the FAA and RAF operations of the type, and this is finished with a massive list of squadrons that operated it, along with specific details of certain machines in each squadron. The next half of this title deals with all foreign operators of the type, including those machines captured by the Luftwaffe. The last section offers a large number of scale profiles and side views, from the Mk XII through to the F.24 and the Seafire 15 to the F.47, all of which are offered to 1/72nd scale. These are followed by 1/48th scale side profiles of Spiteful and Seafang. The ten pages at the rear of the title are in colour, and they offer 40 colour side profiles. This is another excellent title in the series, and one that all Spitfire fans will want to add to their collection. Hopefully it will not be too long before we get an English version though.

A-4 Skyhawk

The A-4 Skyhawk by A. Dor
Price: 36.000 lit **ISBN:** N/A
Publisher: AD Graphics
Format: A4, 42 Pages (All Colour) & Laminated Card Cover



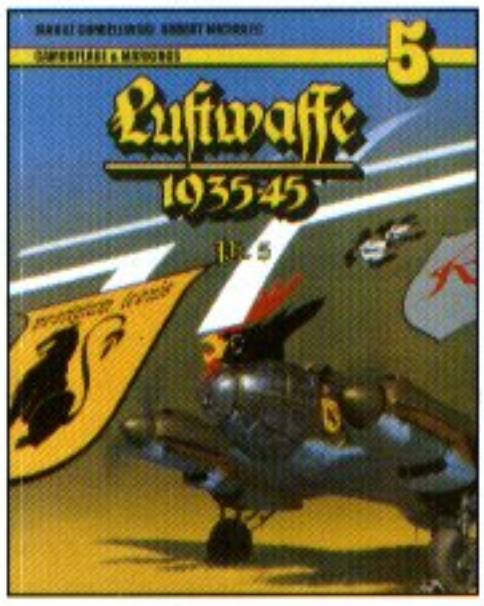
This is the second title in 'The IAF Aircraft Series' and it offers a mass of colour profiles and information on this type's use by the IAF. Narrative is restricted to an introduction to the type, a breakdown of the versions operated by the IAF and then a very brief history of each squadron. The squadron sections include a colour badge, and then a number of colour side profiles of A-4s operated by them. Both colour and B&W photographs of these machines are also included. The final sections deal with in-flight refuelling of the type as well as notable dates and events in the history of the A-4s use by the IAF. A single-page section at the back of the title offers notes and colour chips for the type, along with details of decals and conversions suitable for the IAF A-4 and a list of recommended kits.

This is another excellent title from AD Graphics, and one I am sure will be of great interest to all IAF fans. The next titles in this series will be 'From Mirage to Kfir' (No.3), 'The F-16 in the IAF' (No.4) and 'IAF Light Helicopters (No.5).

Our thanks to AD Graphics for the review sample.

Luftwaffe

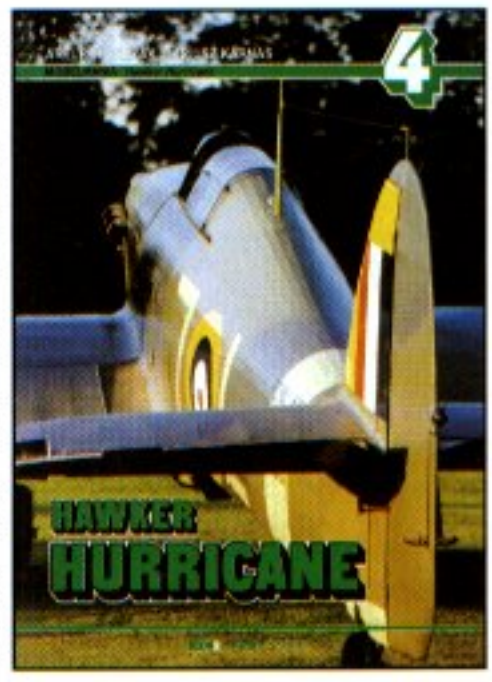
Luftwaffe 1935-45 Pt.5
by Janusz Chmielewski & Robert Michulec
Price: £TBA **ISBN:** 83-7237-011-7
Publisher: AJ-Press
Sample Via: AJaKS
Format: A4, 74 Pages (34 Colour) & Laminated Card Cover



This fifth part of the coverage of Luftwaffe camouflage and markings deals with emblems and personal markings. The first forty pages of text and photographs detail various markings, insignia and victory emblems applied to fighter, bomber and transport aircraft during the 1939-45 period. There are a good number of B&W photographs to back up the narrative text, and this is all followed by the 34 pages of colour that illustrates all the unit badges. Each badge usually lists the aircraft types that they were applied to, as well as (in most instances) a location map for where these badges were applied on the airframe. The last few pages include badges that are not identified to a specific squadron etc, but were applied to various aircraft types (e.g. the propaganda markings applied to He 100s). The final cover pages offer colour side views of five aircraft (Avia B.534, Fi 156, Bü 181, He 59 and Do 217), as well as specific insignia applied to the nose of such types as the Bf 110, Ju 87, Bf 109 and Hs 129. A real 'must' for any Luftwaffe modeller.

Hurricane

Hawker Hurricane
by Arthur Juszczak & Dariusz Karnas
Price: £TBA **ISBN:** 83-7237-018-4
Publisher: AJ-Press **Sample Via:** AJaKS
Format: A4, 58 Pages (32 Colour) & Laminated Card Cover



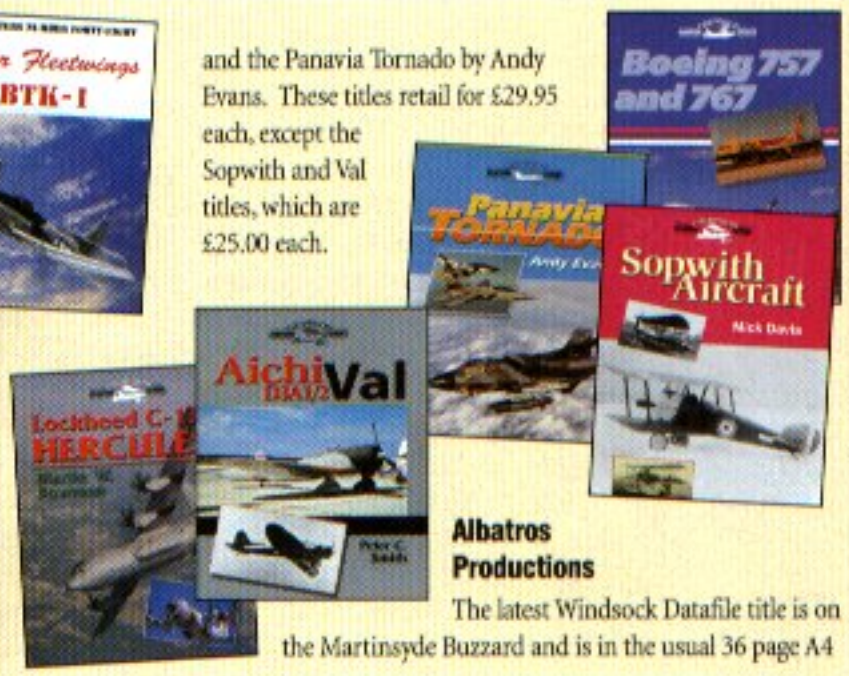
This is the fourth title in the 'Modelmania' series. The text is in both Polish and English, as are the photo captions.

The title is designed for the modeller with a brief description of each variant that is backed up with scale line drawings and a good selection of B&W photographs. Camouflage and markings for the type are covered, although under surface camouflage and markings are not done in great depth, and this whole section is in B&W. The colour section in the centre of the title offers detail photographs of various restored aircraft and this is followed by a look at each kit produced of the type. This is followed a brief listing of suitable accessories and decals. The inner front cover and back inner and outer cover are in colour and they offer fifteen colour side profiles of various machines althoughs unfortunately, the colour reproduction on these is very poor and has resulted in a dark yellow and light brown over green desert Mk IID! This is a nice title which I am sure all Hurricane fans will want to add to their collection. Our thanks to AJaKS for all the review samples.

XBTK-1. These titles retail for $15.98, $12.98 and $7.95 respectively.

Crowood Press

The latest additions to the popular Crowood Aviation Series include Sopwith Aircraft by Mick Davis, Boeing 757 & 767 by Thomas Becher, Lockheed C-130 Hercules by Martin W. Bowman, Aichi D3A1/2 Val by Peter C. Smith and the Panavia Tornado by Andy Evans. These titles retail for £29.95 each, except the Sopwith and Val titles, which are £25.00 each.



Albatros Productions

The latest Windsock Datafile title is on the Martinsyde Buzzard and is in the usual 36 page A4 format with a laminated card cover.

Copies can be obtained from the publisher at £8.75 plus postage.

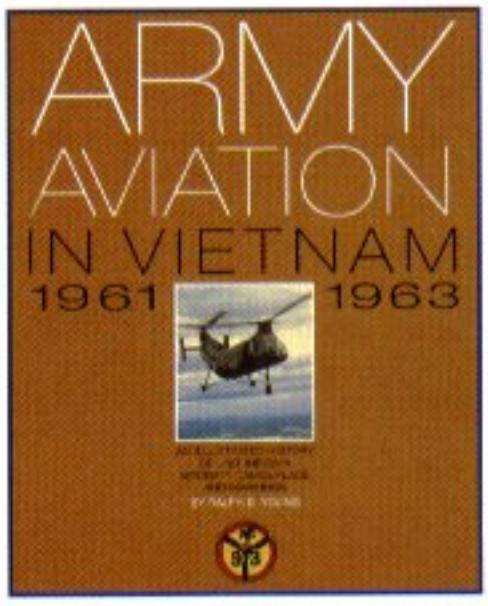
Aviation Usk

The second volume of the 'Aces and Wingmen' title by Bill Hess has just been released. This title offers over 200 pages of photographs of pilots and their aircraft. There is a big colour section in the middle of the title crammed full of period colour photographs and colour artwork. With over 1,000 B&W photos this is a real treat for all USAAF fans.

Examples can be obtained from the publisher for $49.95 plus shipping.

Army Aviation

Army Aviation in Vietnam 1961-1963
by Ralph B. Young
Price: £TBA **ISBN**: 0-9671980-0-3
Publisher: The Huey Company Inc.
Format: 22cmx28cm, 124 Pages (Spot Colour Throughout) & Laminated Card Cover



This is the first title from this publisher, and it takes a detailed look at the unit insignia, camouflage and markings of the types operated by the US Army during the Vietnam War.

After the preface and author's introduction, the title takes a detailed look at the Indochina area, and the fighting that persisted from 1946 to 1961. The operations of the US Army aviation during the 1961 to mid-1963 period is covered next, and this section includes both B&W and colour photographs. A chronology of US Army aviation operations during this period is covered next, and that is followed by a detailed look at the camouflage and markings applied to the helicopters and aircraft. The remainder of the title deals with each unit, and this coverage includes the unit badge, colour and B&W photographs of the men and machines of each unit and even a few colour side profiles of various machines operated by a number of them.

This is an excellent title and one that all modellers with an interest in the Vietnam War will want to add to their collection. This first title will soon be followed by another that will cover the 1963-66 period of operations. Our thanks to The Huey Company Inc. for the review sample.

Croation Air Force

The Croation Air Force in the Second World War
by Tihomir Likso & Danko Canak
Price: £18.95 plus P&P
ISBN: 953-97698-0-9
UK Source: The Aviation Bookshop
Format: A4, 144 Pages (8 Colour) & Laminated Card Cover

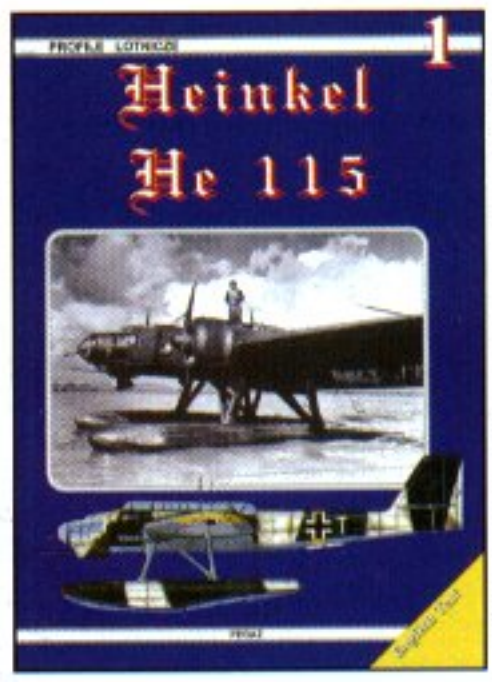
The narrative is in both Croatian and English, so it offers a 'readable' insight into Croatian operations during WWII. The title deals with the growth of the Croatian forces after the capitulation of Italy and the aircraft used in all roles within the Air Force. Operations during 1941 form the first chapter, with training school aircraft such as the Bü 131, Potez XXV and Fizir FN featured. Operations in 1942 are covered in the next chapter, with types such as the S.79, Fokker F.39, Ca.310 and Bristol Blenheim. 1943 operations are covered in the next chapter, with the Dornier Do 17 and Fiat G.50 (including shots of the only example of the G.50 left in the world at Belgrade Museum - we hope!) featured. During the 1944 section you get such types as the MS.406, C.202, Fiat G.50 and even the Fiesler Fi 167 covered. Operations in the last year of the war are covered next and this chapter has some great shots of such types as the Fi 167 and Bf 109G. There is another section towards the back with a mass of pictures of Luftwaffe aircraft in Croatia and this is followed by a look at the 5th Air Force Bomber Group and their Dornier Do 17Zs. The final section offers twenty-seven colour side views of various Croatian Air Force machines that range from the Potez XXV through to the Messerschmitt Bf 109G-2/R6.

This is an excellent book that allows us to read about this element of the war written by the people who should know! The photographs throughout, although often not of the best quality, do cover very interesting subject matter and I am sure this will be one of those titles that all WWII modellers will have to consider having, as it is going to be an inspiration source.

Our thanks to The Aviation Bookshop for the review sample.

Heinkel He 115

Heinkel He 115
by Zbigniew Lalak
Price: £TBA **ISBN**: 83-911863-0-X
Publisher: Pegaz-Bis
Sample Via: AJaKS
Format: A4, 66 Pages (10 Colour) & Laminated Card Cover



This is a new publishing house from Poland, although I note that the two other titles listed by them were originally produced by Books International in Poland, who have recently ceased trading, so I presume this new publisher has purchased the rights to produce those titles from the receivers?

The He 115 is not a type that you would expect much could be written about, but this title offers an English and Polish text (and photo captions) and a mass of B&W photographs. The first section deals with the development of the type, including the evolution of the nose glazing. This is followed by a section on the type in service with the Luftwaffe, and then a chapter dealing with camouflage and markings. Scale plans (1/72nd) of the type from prototype to B-1 are included and these are followed by sixteen colour side profiles. This is a good title on an unusual type, and one I am sure that most Luftwaffe fans will want to add to their collection. The lack of interior information is a bit of a shame from a modeller's point of view, but overall the title is worth considering.

Our thanks to AJaKS for the review sample.

Obrona Powietrzna III Rzesky Cz. 3

Obrona Powietrzna III Rzeszy Cz. 3
by Marek J. Murawski
Price: £TBA **ISBN**: 83-7237-016-8
Publisher: AJ-Press
Sample Source: AJaKS
Format: A4, 70 Pages (10 Colour) & Laminated Card Cover

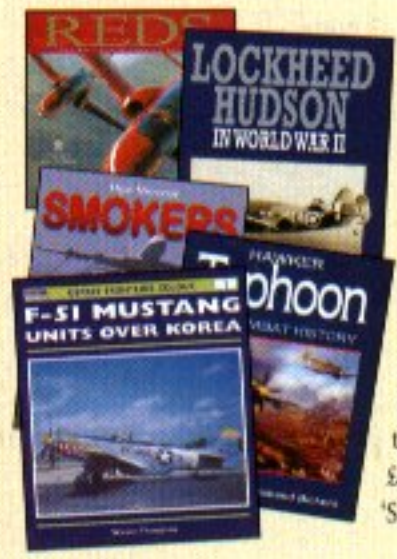
This is the latest in the 'Kampanie Lotnicze' series and it deals with the defence of the Reich during the 1939 to 1943 period. The text and photo captions are all in Polish, but the title does offer a mass of clear B&W photographs to illustrate the narrative contents. All the usual night fighter types operated by the Luftwaffe are covered, with such machines as the Bf 109, Fw 190, Do 217, Ju 88, Bf 110 and He 219. The last few pages in this title are in colour, and offer excellent colour side views of various types. Over thirty profiles are included in this section, with all the types listed above included, along with some side views of RAF machines such as the Hurricane, Battle, Defiant and Wellington. This is another excellent title in this series, and although it is all in Polish, the photographs and profiles will be of great interest to many.

Osprey

Another new series from Osprey has been launched, and it is entitled 'Osprey Frontline Colour'. As the series name implies, the titles offer a mass of photographic coverage all in colour. The first title deals with the F-51 Mustang over Korea and is a real gem. One hundred and twenty-eight pages stuffed full of clear colour photos make this a title many will want to have. Copies can be obtained from Osprey Direct for just £13.99 ($19.95).

Airlife

Airlife have been busy this month, with no fewer than four new titles. The first is all about the Red Arrows, and is entitled 'The Reds'. It is in a large format with a huge selection of quality photographs from John Dibbs. Visually impressive, the title also offers a lot of close-up details for the modeller and retails for just £24.95. A very in-depth history of the use of the Lockheed Hudson during WWII by Andrew Hendrie has also been released, and this 192 page title retails for £22.95. Cruelly entitled 'Smokers', a pictorial study of early American jet airliners by Ugo Vicenzi has also been produced. This 112 page, laminated card cover title retails for just £16.95. The final new title from this publisher is the combat history of the Hawker Typhoon by Richard Townsend Bickers. This 144 page title lists every Typhoon and its service history and it retails for £19.95.



Don't Forget!

With the impending release of the 1/48th scale Swordfish kit by Tamiya, Albatros Productions still have stock of their excellent Aeroguide on the type. The title offers a wealth of information for the modeller on this subject and retails for just £5.00 directly from the publisher.